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Welcome

January 2020 Issue 558

There can be more to classic car joy than thrilling dynamics and seductive looks; reliability counts too. There, I said it



When I was much younger, my brain would glaze over with boredom when someone cited build quality and reliability as the main reasons that they drove some German, Swedish or Japanese car or another. Not for me the engineered-to-soulless-perfection of 200,000-mile engines, interiors that kept dry in a downpour or dependability offering greater than even odds of making it to my destination - and back - without troubling my glovebox stash of Scotch Locks, cable ties and gaffer tape. If a car offered enough performance, character and style, what matter the occasional half hour spent kneeling on a rain-lashed motorway hard

shoulder, screwdriver in hand, torch clamped between gritted teeth?

And then my brother emigrated, gifting me his pre-GM Saab 900S. Apart from the Abba Gold cassette left in the stereo as a parting joke, it all seemed a bit sensible. Beyond its ability to collect copious amounts of flat-pack furniture from Ikea, I was sceptical, but as the miles rolled on I began to marvel at how fresh it still felt at 120,000 miles and more. Then I started to appreciate the little quirks that gave it subtle character. Acceptance that dependability didn't automatically mean dullness was creeping up on me. Before I knew it, my TVR Taimar had made way for a Porsche 911, and when the Saab's time was up an E34 BMW 525i took on daily driver duties because another TVR replaced the Porsche and in time a rather

demanding Jaguar E-type took over from that. It had taken a long time for me to admit it, but with a labour-intensive classic to occasionally test my skills and patience, what remained of my sanity needed the solace of something that always worked.

Enlightened, I can see that the challenge of trying to outwit a temperamental classic isn't one that everyone relishes, and as our six weekend warriors prove, hassle-free ownership can be anything but dull.

Enjoy the issue.

Phil Bell, editor



It took Phil a long time to accept that a car could appease both left brain and right brain

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'They're terrific fun, in very different ways, and needn't cost the earth'

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[The List]

Your dream drive made real

‘It looks the 130 wins it hands down’

This is a car Tim Kirkham almost landed, but it slipped the hook. Will driving a Fiat 130 Coupé renew his desire to catch one?

Words RUSS SMITH Photography JONATHAN JACOB





E

ven before it turns in from the main road into Avantgarde Classics' base, sited just down the road from another popular playground, Alton Towers, we hear Tim Kirkham's TVR Griffith. Griffs are like that, and let you know their driver is a true petrolhead - which is very much the case here. Tim is a guy whose very first car was a Triumph Spitfire, bought in the mid-Eighties when it was already a classic. The TVR is just the latest in a long line of sports cars

and coupés he's been working through ever since.

Avantgarde's boss, Jonathan Aucott, invites us to look around the showroom while he puts the kettle on. We're briefly distracted by an immaculate and super-cool Mercedes 220SEb coupé near the entrance, then spot the Fiat 130 Coupé that we've arranged for Tim to drive, behind a big lump of Range Rover. The Merc is instantly forgotten and his eyes light up. 'God, I do love these cars. They have a real presence, and look so much better up close than they do on a page. There are details like that thin scallop along the beltline that don't necessarily jump out in photos, yet it breaks up the car's lines so well. It's sheer styling genius.

'I almost excluded myself from today. I actually left a bid on one of these at an Anglia Car Auctions sale in August last year - a white one, left-hand drive and with an automatic gearbox. It was going to go through right near the end of the sale and my brother and I had to leave for a family event, so I left my details and a commission bid, instructing them that I'd go to £13,000, which was just below the bottom estimate.

'Then I bottled it on the drive home, once I'd had time to consider what I'd just done and what my wife might say. So I called the auction house and withdrew the bid just in time. I later saw that the car had indeed sold for £13,000 and have wondered ever since if I did the right thing.'

It looks like we might be treading on raw nerve territory today. Is Tim going to drive home kicking himself, or with a huge sigh of relief? Jonathan hands him the keys; we're about to find out, and in the most fantastic example. This UK market right-hooker with a rare manual gearbox has been cossetted from new, covered just 19,200 miles, and was once owned by Chris Evans.

Tim takes time to get himself oriented in the exceedingly ginger-looking driver's seat. 'The interior is fantastic - so Seventies, and a proper four-seater as well. Pininfarina designed this as well as the body, you know. The tilt and telescopic steering wheel gives plenty of adjustment. I thought I'd be in for the usual short leg/long arm



'That thin scallop along the beltline breaks up the car's lines so well. It's sheer styling genius'



TIM KIRKHAM'S DREAM DRIVE LIST

Panther Six

'Bonkers six-wheeler with a huge Cadillac V8. Totally crazy but

must be awesome to drive.'

Alfa Romeo Montreal

'Concept car with race V8 and headlight slats. And it's an Alfa - what more could you want?'

Lamborghini Islero

'Probably my all-time favourite. Awesome V12 in elegant and understated GT body.'

Lancia Rallye 037

'Brutal and beautiful, a rallying legend for the road.'

AC Cobra 427

'What every two-seater roadster wants to be when it grows up.'

De Tomaso Mangusta

'Stunning mid-engined pioneer. Probably not as good to drive as a Pantera but I wouldn't care.'

Fiat 130 Coupé

'Sharp and menacing mafia boss styling, pure class. If it was good enough for Enzo...'

BMW 635CSI

'When I was seven a neighbour took us out in one... sideways. I've wanted to drive one ever since.'

Ferrari 288GTO

'The ultimate blend of Italian muscle, feminine curves and supercar performance.'

Citroën SM

'Seems crazy that they dared make it, but I'm so glad they did.'



Tim is pleasantly surprised by the Fiat's ergonomics



130s are rare in right-hand-drive, manual 'box configuration

Only the Seventies would turn a safety feature into a design flourish



driving position, but actually it's really easy to get comfortable. I absolutely love that seat-belt clip; it's such a neat idea having both belts latching onto a simple central chrome hoop, and they release with a simple tug - there's no little button to find and prod. This is one of those things you see and wonder why everyone else didn't copy it. It's stuff like that that makes old cars so special for me.

'I'm a bit worried about remembering that there's a dogleg first gear on the five-speed while I'm driving. I've not used one for ages, since my brother Guy bought a Lancia Fulvia, and that was left-hand drive - I've never driven a right-hand drive car with this layout.' But he slots it in and we're off. 'The gear lever has a very long throw, reminiscent of the Alfetta GTV I had. As with that you have to be deliberate with each shift and not rush it. It feels notchy too - in fact a bit disappointing. People say the five-speed manual is the one to have, but maybe this car is better suited to being an auto. The clutch is heavy too, but that was expected. I was also looking for a left-foot rest next to the clutch that's not there, but there's plenty of space under the pedal. The other thing the dogleg set-up does is make it harder with the interim gears, remembering which one you're in. It will be something you tune into with ownership, I imagine.

'I'm surprised how well it deals with town traffic. I wasn't looking forward to that but it's so easy to drive and to manoeuvre because you can see out of it so clearly in all directions.' We soon

break free from Tamworth onto an open road where Tim can press the right pedal a little harder. 'It's a nice engine, pretty torquey. You can tell there's quite a bit of weight to the car but that doesn't detract from it as there's enough power to carry it.

'It feels very civilised. Even road noise is well subdued, which is remarkable for a car of this age. The engine also seems a lot quieter from inside the car than out. Now we're out in the open I'm finding there's a bit of play in the steering. It's a nice weight though, with a decent amount of feel. With the steering also being quite low-g geared you have to anticipate turns a bit and start to apply lock early, then it flows quite nicely. On a left-right kink you've got to be quick on the steering to get it right, but it's one of those things you just adapt to, and it feels rewarding when you get it right. I also like the steering wheel, which is a Momo - is that original or an option?' It later turns out to be neither when we discover the car's slightly larger-diameter original in the boot.

For now we have a far more important issue to deal with - the engine coughing and stumbling under more spirited bouts of acceleration. It's a classic sign of fuel starvation, despite the fuel gauge needle hovering between the quarter-full and red zone, so we divert to the nearest service station for a top-up with fingers crossed that it's nothing more serious. It isn't, and we're soon back to enjoying the quiet Staffordshire lanes north-east of Tamworth. Tim now looks properly relaxed into the car and confirms it with



‘The ride is much better than I expected. Fiat really got this right for the market’



Air filter blocks a little too much view of the 3235cc V6 for Tim's liking



Russ points out some pipework that aircon engineer Tim should find familiar

his next comment. ‘I’m so impressed with the seats; they are really comfortable and also give good support round the back and shoulders. It would be easy to do long distances in this.

‘I’m definitely more confident in it now, though it feels better on A-roads than little lanes. The bigger roads are what it’s built for; it’s a wide car and a little bit roly and wallowy, but I’m OK with that. It also has that typical Italian thing in that it feels better the quicker you go; it’s nice that it’s got that. The brakes take some getting used to, especially after my TVR. You have to take the Fiat’s age into account of course, but if it was mine I might try a change of pads to maybe get a bit more bite from them.

‘On some surfaces the suspension feels a bit fidgety but it soaks up bumps well. A couple of times I’ve winced in advance of something I couldn’t avoid but nothing’s come through to the body. The ride is much better than I expected. Fiat really got this right for the market it was aimed at, as competition for BMWs and Mercs. It’s a shame it didn’t throw more into the engineering and power, but it’s not far off and in looks the 130 wins it hands down. Also, the Fiat’s quality feel wins, which maybe comes as a surprise. It does to me.’

The deserted car park of a pretty village church provides a handy place to stop and take stock. That’s when we find the very Seventies plastic steering wheel in the boot - two fat spokes with three large holes in each and joyous to behold. It’s accompanied by a handy parts catalogue with exploded diagrams. Tim is straight into that, looking to reveal what some of the unmarked dashboard switches do. ‘Got it!’ he exclaims, ‘the switch to unlock the passenger door. I thought there’d be one. Now I don’t have to keep leaning over to open it.’

We now also know which one opens the front-hinged bonnet so make use of it. ‘Ah, now that a nice-looking engine,’ says Tim.

‘So it’s a shame in a way that so much of it is hidden by the enormous air filter housing. I might like some crackle-finish on the cam covers but otherwise the V6 looks great and there’s room to get at it. There’s lots of sound-deadening on the underside of the bonnet too, which explains how it sounds so muted.’ I point out some odd pipework and equipment on the inner wing. ‘Ah, that’s part of the air-conditioning - proper old-school stuff,’ says Tim. As a freelance aircon engineer, he should know.

1975 Fiat 130 Coupé

Engine 3235cc V6, ohc, Weber 45 DFC twin-choke carburettor **Power and torque** 165bhp @ 5600rpm; 184lb ft @ 3400rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Worm and roller, power-assisted **Suspension** Front: independent by MacPherson struts, lower arms, torsion bars and anti-roll bar. Rear: independent, struts, coil springs, lateral locating arms and anti-roll bar **Brakes** Discs front and rear, servo-assisted **Weight** 1555kg (3428lb) **Performance** Top speed: 118mph; 0-60mph: 10.6sec **Fuel consumption** 18mpg **Cost new** £8201 **Asking price** £42,000



Tim's drive has him rueing a retracted auction bid last year, and considering a 130 as his next classic

It's time to head back and Tim looks around as he slides back into the velour of the driver's seat. 'You know it's so Seventies in here it almost takes you back there. The colours, the materials, it's all so right. It's a nice view out of the door mirror that I've noticed, too; it sits right on that side scallop and really highlights it.' Tim's also found the switch that flicks the horn between town and country settings and tries the latter. 'Oh, that's a real Italian sound, and another lovely touch too.'

Pressing on, 'I'm getting used to the gearbox now. It adds character to the car; you actually need to think about it unlike in a modern car so it keeps reminding you where you are, and that's a good thing. It's a car that's definitely best on open roads. When you can set it up properly for a corner it gives you a lot of confidence, though it's not so good when one comes up on you by surprise. But that aside, it always feels so composed and solid. You don't often talk in terms like that with Italian cars.'

'Beforehand I was a bit concerned about the power. It doesn't look much on paper by modern standards for an engine of that size, but in reality there is plenty - more than enough for easy overtaking. Whatever you do it always feels really tractable and better than that 165bhp figure suggests.'

We breeze confidently over some more road humps and finally sweep back into Avantgarde's immaculate yard. Those super-cool seat-belts are unclipped for the final time. So how does he feel now about the 130 Coupé that he allowed to get away at auction last year? After a pause he admits, 'I wish I'd left that bid on. I definitely regret that now. It's the looks - which I've always been drawn to - as much as the way it drives. This car is so special both inside and out, and you've got that smooth V6 soundtrack coming through every time you accelerate.'

'You don't often see such sharp-edged styling like this on the cars of today, so it really stands out. Yet at the same time it somehow looks modern, if that's not contradicting myself. Overall it's also just so classy and understated. That's all the things that I'm not, so it could do the talking for me.'

'Even if it weren't a right-hand drive and manual gearbox model, that wouldn't be a deal-breaker for me - I've owned an Integrale so am used to sitting on the other side. I am going to keep looking out for one of these, and it is very possible I will have a 130 Coupé when I replace my TVR Griffith.'

Thanks to Avantgarde Classics, where the Fiat is for sale

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**NEXT
MONTH
ASTON V8
VANTAGE**

TIM KIRKHAM'S MOTORING CV
Car predilections split between UK and Italy



TRIUMPH SPITFIRE MKIV

'My first car, bought before I passed my test. Dad even gave me lessons in it. Uncomfortable, draughty, not very quick, but I loved it.'



ALFA ROMEO GTV 2.0

'A big step up from the Spitfire in terms of engineering and refinement. Owning this really got Italian cars under my skin.'



LANCIA BETA SPIDER 2.0

'I missed the Spitfire's soft top but wanted another Italian. Extremely practical with a big boot, four seats and superb roof arrangement.'



MG TF160

'Bought with my brother Guy to compete jointly in the Luffield MG Car Club speed championship. We were pretty competitive.'



TVR GRIFFITH 4.0

'Early example that I bought after a windfall. I still have it. Ownership reality not always as good as the dream but then I look at it and forget the hassles.'

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Aston Martin DB6

Better to drive than a DB5 and significantly better value, but there are caveats to watch

Aston DB6 prices are looking interesting. They've fallen back after chasing DB4s and DB5s up to £300k in 2015 and now there are DB6s on the market at less than £200k. That feels like an opportunity. In October, RM Sotheby's sold an original and nicely mellowed Tudor Green 1970 MkII with 28,000 miles - and delivered new to Aston Martin racer Robin Hamilton - for £197,000. With the desirable manual gearbox, upgraded to Vantage spec in the Seventies, cherished rather than restored and out of 30-year ownership, it felt good value.

Beamish in Co Durham sold a restored Sierra Blue '68 auto for £165,000 in July, and Bonhams sold a restored Caribbean Pearl blue '68 auto in 'wonderful' condition after a bare metal restoration for just £158,333 at Goodwood last year.

Even Vantages may be softening. Bonhams also sold a '68 factory Vantage

with 25-year ownership, gently patinated and original but colour changed from Dubonnet Rosso to BRG, for £203,100. Still a cheap Vantage - even if you repainted.

Lots of DB6s enjoyed restorations, upgrades and expensive refreshes during the boom. But some must now be selling for much less than cost, particularly when marque specialists quote £400k+ for a bare shell restoration - on top of the cost of the car. That means that there's heavy value on offer at today's corrected prices with most examples having had expensive sill, body work, re-trims and engine rebuilds done by previous starry-eyed owners. Manuals are preferred, numbers should be matching and cars with long and continuous histories carry a premium. And don't forget the longer-wheelbase DB6 is much more refined with

more cabin room, better seats, a smoother ride and sharper handling plus options like power steering and air conditioning. You'll find they're much better to drive

than a DB5. And on the subject of colour changes, the DB6 engine compartment was black from the factory so you don't need to take the motor out to revert to an original colour - a big saving.

Converting an auto to manual can be done for around £10k but buyers prefer their DB6s to be factory spec so there won't be much uplift in value. And a later non-factory Vantage conversion (especially on the few MkIIs with troublesome AE Brico injection) isn't a negative as long as you don't pay too much. A restored, cherished or recently refreshed DB6 at less than £175k sounds like a handy deal to me.

VALUE 2012
£300k

VALUE NOW
£275k

'There's heavy value on offer at today's corrected prices'





64-66 Ford Mustang K-Code

It's time we appreciated the rarity of the K-Code pony Mustang. That single letter in the VIN denotes the factory option of the legendary 289 HiPo V8 that went on to power Cobras, Daytona Coupés, Shelby GT350s and GT40 MkIs. With modified pistons, conrods, cylinder heads, rockers, valve springs and carburettor plus a quicker steering box, improved suspension, stiffer anti-roll bars and uprated differential, the 271hp K-Code Mustangs could crack 60mph in 7.6 seconds.

The HiPo package was the most expensive option available. At nearly 10 per cent of the Mustang's base sticker price only 13,231 K-Codes – or around one per cent of '65 production – rolled off the line. Most were Fastbacks but – and here's a valuable nugget – only a handful were convertibles.

VALUE 2012
£26k
VALUE NOW
£35k

Those Who Know speak of the K-Code in hallowed tones but compared to Shelys and the Hertz rental racers, they seem strangely undervalued. In June this year, Bonhams in New York sold a restored June '64 Rangoon Red K-Code convertible with 78,000 miles for just £36,000 while Artcurial in Paris sold a '66 Wimbledon White K-Code convertible in original but cherished condition for £37,000 in November last year. These prices are confusingly close to what some buyers are now paying for restored, but much more numerous, standard spec V8 Mustangs.

Go to the States and bag a genuine factory K-Code in original stock spec with matching numbers and all the casting dates lining up and you'll have a rare evergreen investment potential.



2002 Mini Cooper S

I've mentioned the launch year R53 BMW Cooper S before simply because so few survive in decent nick with small mileages. Prices start from £500 for ragged sheds, but very occasionally a 50,000-miler with a full service history pops up at £3000-£4000. There's a growing band of followers, Facebook page and even a register – 02sregister.co.uk.

Prices and demand are definitely on the move but you can still spot viable examples in the small ads sold by owners who haven't yet heard of the cult status of the early cars. A few of those first 2002 cars were press demonstrators. Tanya Field, who founded the 02sregister, found RE02 VRK – the original *Top Gear* press car – in the small ads and bought it unseen. The 65th UK S was a works car driven by Clarkson himself and is definitely collectable. RE02 VKV, another press

VALUE 2012
£5000
VALUE NOW
£3000

car, was found on eBay and is currently being restored.

Even after 17 years the original supercharged S still feels urgent, quick-witted and chuckable but make sure that there's a history with evidence of regular engine and gearbox oil changes and don't expect brilliant build quality, especially from plastic parts.

D&S Car Sales in Gloucestershire has a blue 2002 with 81,000 miles on the clock and seven stamps for £1990. A private seller in London has just sold a mint 40,000-miler in red with full history for £4500 so you can see how low-mileage early cars are starting to make stronger money.

Keep your eyes open for the few good early survivors that are left – one day they'll become highly desirable Mini icons with prices to match.

ASK QUENTIN

Is it DB6 time?

I have around £300k to spend and I'm considering an Aston Martin DB6. I'd prefer a manual but I know they can be converted from automatic for around £10k. Do you feel the DB6 is a good investment in these uncertain times?

Grant Palmer

**NOT SURE
WHETHER NOW'S
THE RIGHT TIME TO
BUY, SELL OR HANG
ON TO THAT CLASSIC?**

Email classic.cars@bauermedia.co.uk with 'Ask Quentin' in the subject line.

A good DB6 in the right condition and spec would make a reasonable long term-investment if it's an immaculate, well-preserved original or something that's been fastidiously restored by a well-known Aston specialist. The market prefers manuals but converting won't help investment potential. You need a matching numbers car in its original colour and trim combo with a long, and ideally continuous, history. Prices have levelled off, but a fine manual car is likely to be advertised at £275-350k. With so much market weakness around, now's definitely the time to try some spirited offers.

Quentin Willson

Non-moving Ferrari

I've had my 1989 Ferrari 328 GTS – red with crema interior – for sale on consignment for two and a half years. It has 50k miles, mostly highway, and has been very well maintained. Should I wait for the market to pick up again or trade it in for about US\$50k?

Thomas Mikel

Having your Ferrari on consignment for two and a half years suggests they're either pricing it too high or not marketing it effectively. Rightly or wrongly, most 328 buyers prefer much lower mileages. If you can secure \$50k I'd take it. The market isn't going to rise anytime soon and you'd be better putting the money into something that you can buy advantageously in today's softer market.

Quentin Willson

Auction or private sale?

After owning my 1987 E28 BMW M5 for 20 years it feels like the time to sell. Auction charges are significant so I'm thinking of a private sale. It has 73,000 miles and comprehensive invoice history including the original service book and is in highly original condition, down to the Blaupunkt New York stereo. It has never been welded or painted in my ownership. The interior is unmarked but the exterior has a few minor stone chips and dings. It's one of the 187 'DC92' right-hand-drive cars and the only one specified with standard 'comfort' cloth seats, in this case heated and with central armrests.

Stephen Offley

The E28 M5 is still hot – and original unmolested examples like yours are very rare. Some dealers are pitching exceptional cars as high as £80k but I think £60k is more achievable. Selling an E28 M5 privately doesn't necessarily mean

that you'll get more than at auction so I'd detail it very carefully, sort any body issues, put all the invoices in a neat chronological ring binder and enter it into one of the higher profile auctions. You may be pleasantly surprised.

Quentin Willson

**MORE
QUENTIN
WILLSON
p 39**



Porsches get the French blues

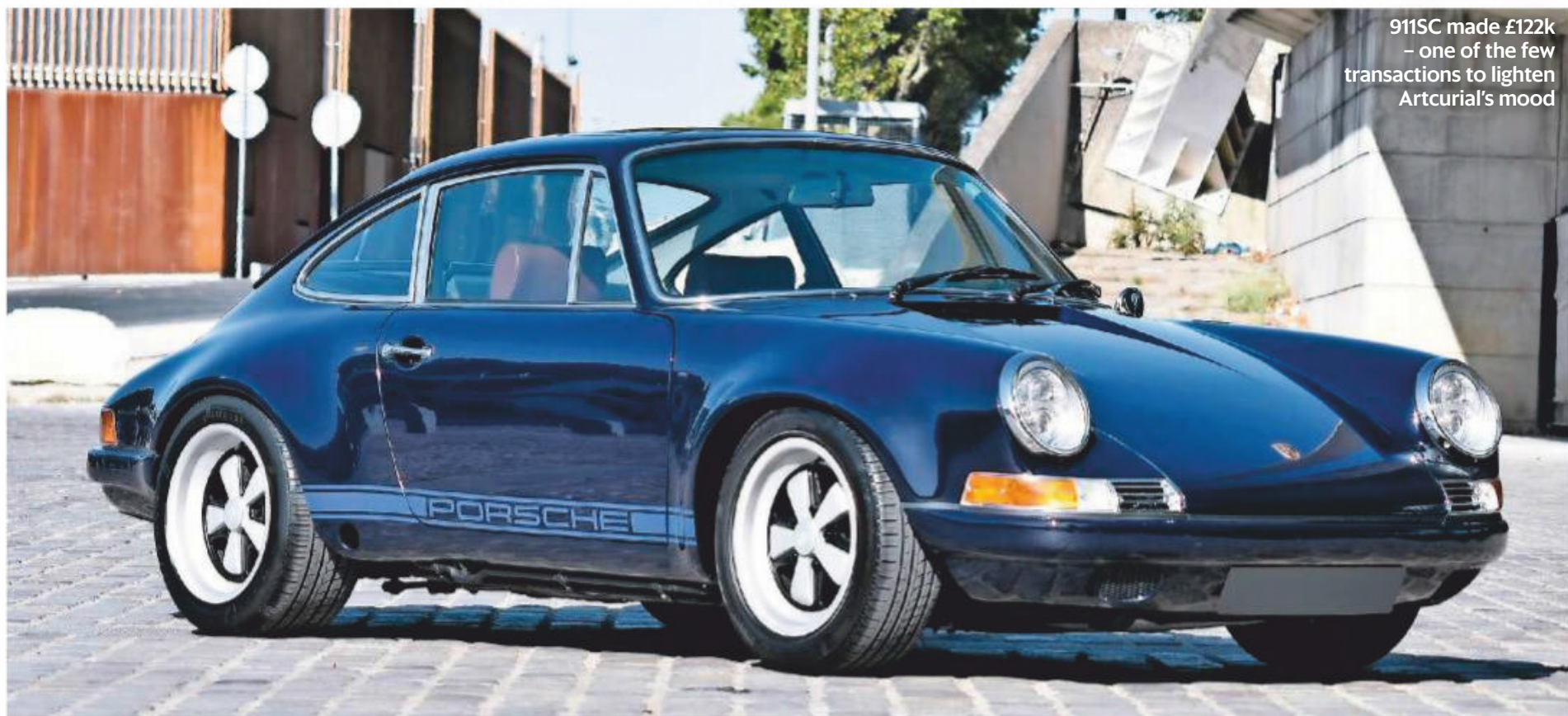
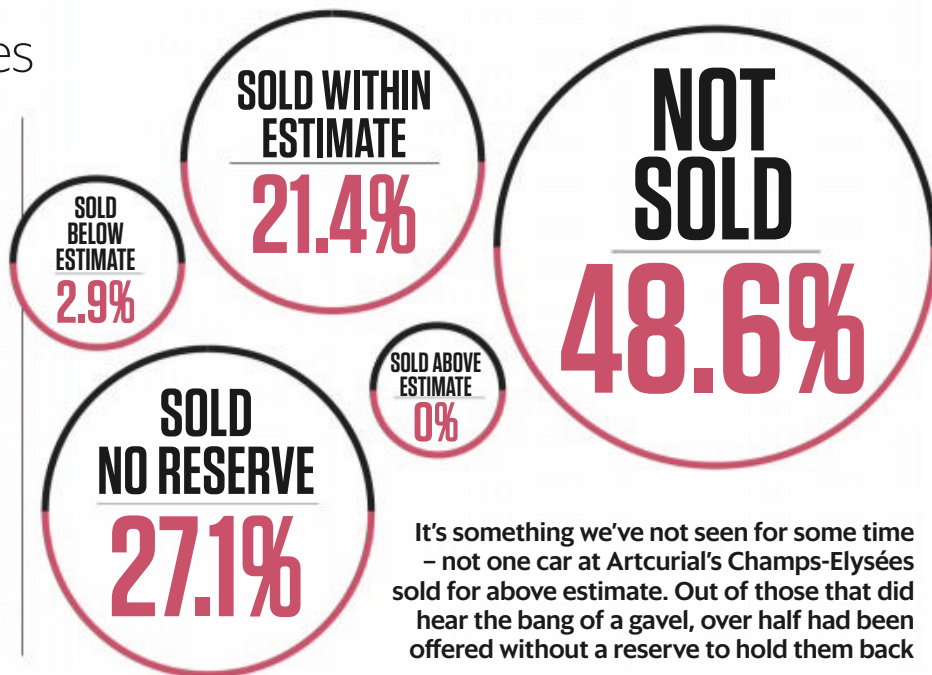
Artcurial loses its way on the Champs-Élysées

Despite all the political and market uncertainties, the classic car market in the UK remains pretty buoyant, with sales rates of up to 90% (SWVA, October 25). But signs are less good on the continent, where results have been more disappointing - as at the latest Artcurial event in Paris on October 25.

There were encouraging high points, such as the backdated Porsche 911SC (below) on which more than £100k had recently been spent. It made £122,310, which buys a very good 2.2S.

But of the 12 Porsches in the sale, it was one of just three to find a home.

The overall sale rate for the 70 cars (see right) was not only disappointing but relied heavily on the number of no-reserve offerings. Until sellers' expectations become more realistic, it is increasingly looking like the way to move the metal - which is why we're seeing an increasing number of no-reserve listings in most sales.



911SC made £122k - one of the few transactions to lighten Artcurial's mood

Market indicators *Rarity and history still attract bold bidding, but stunners are slipping through at bargain prices*



▲ 1973 MGB GT V8 £34,524

South West Vehicle Auctions, Poole, Oct 25

The final lot at SWVA's last sale of 2019 proved worth hanging on for - it was also the car of the sale. Not only was this V8 a very well preserved sub-50k-miler, it also had proper history. Best of all is that it was first registered to Kenlowe Accessories (makers of the well-known fans) as a company car for the founder's son. The £18,900-£19,900 estimate was a bit of a tease, but even so the price paid was a jaw-dropper.



▼ 1989 Porsche 911 Turbo 3.3 Cabrio £41,400

RM Sotheby's, Olympia, London, October 24

Classics are increasingly being offered at no reserve to keep the metal moving, but it can prove risky. Just look at the price paid for this rare rhd Turbo Cab compared to its £80-130k estimate. And no, it's not a pile of junk but an original, unrestored two-owner car. There were no promises about the indicated 26,500 miles and it could bear a little freshening up - but the buyer can do all that and still be laughing.



▲ 1965 Ferrari 275GTB 'Alloy' £2,529,500

Bonhams, Zoute, Belgium, October 11

As noted elsewhere, much of the Ferrari market is hurting at the moment. But not the blue-chip stuff, and an alloy-bodied 275GTB is quite the thoroughbred. This one had the platinum bidding paddles twitching, despite (or perhaps because of) its mild race mods and appearances at Spa, Le Mans and more. The estimate was of the 'refer department' type ('If sir has to ask...') but the price paid was a notch above top book.

The Maranello’s fall from grace

Since the classic car market peaked, it has been well noted that the biggest price adjustments have been for the more modern Porsches and Ferraris that flew too high too fast. Perhaps the biggest corrections have been for the ‘Maranello’ series of Ferraris – front-engined V12 GTs in 550 and 575M form with up to 508bhp.

The Classic Cars Price Guide has them pegged back at £16k lower than they were in 2017 and that may already be due for further adjustment. Two recent results highlighted

where they are: a 32,500-mile 550 with two owners and good history that Bonhams got a below-estimate £58,665 for at its Zoute sale; and the sub-30k-mile 575M (pictured) that RM Sotheby’s dispatched for £69,000 in London.

These are cars that were pushing £100k not long ago, and some dealers are still asking these prices. The reality of these auction results – which are far from alone – tells the real story. They also put these mightily impressive motors back in the category that invites comments such as, ‘Now, that’s a lot of car for the money.’



Softer prices for soft-top Porsches

Porsches seem to be increasingly prone to that red-blooded Alfa disease that makes the versions with soft-tops worth less than related coupé models. Nowhere is it more evident than with Porsche 968s.

Taking the roof away may take a little of the edge off the body’s tautness, but not to the level that most people will notice during the kind of use that these cars now get, and certainly not enough to justify the value gulf.

We’ve seen quite a few nice ones sell in the low teens recently, the most notable being a two-owner car with fewer than 43,000 miles and all the right history that made just £13,500. Just? With a hard roof,

a 968 with that kind of tale to tell would be worth £16,000 all day long.

It’s an odd prejudice that’s certainly not reflected in the values of other marques – see Aston, Jaguar, Merc *et al* – but it’s an aberration worth taking advantage of.



▲ 1971 Ford Capri 3000GXL £30,375 H&H, Duxford, October 16

The knee-jerk reaction to seeing a Mk1 Capri sell for over £30k without the letters ‘RS’ attached to its name has to involve an exclamation mark. But this car deserves it. Apart from the period alloys, it is remarkably correct and well-specced, boasting just one owner and 38,000 miles. GXLs were quite common in their day, but only something like 84 remain and this could well be the best.



▲ 1962 Chevrolet Corvair Monza £12,330 Artcurial, Paris, October 27

You may not think of going to France to buy an American car, but this shows what a good idea it is. There are plenty there, and it’s comparatively cheap and easy to get them home. This one was imported five years ago and it’s a fine example, worth bringing over. But the price paid in Paris – £5k below the overcooked low estimate – is about what you’d pay in Pennsylvania. Food for thought?

PRICE GUIDE MOVERS

▲ On the up

There’s still plenty of interest and movement at the bread-and-butter end of the market.

Make and Model	Year	Concours	Mint	Good	Rough	% up
Alfa Romeo SZ-1	60-62	395,000	325,000	270,000	200,000	+5.3%
Alfa Romeo TZ-1	63-65	1m	850,000	750,000	600,000	+1.6%
Alfa Romeo Giulia Sprint GT/Vel.	63-68	42,500	32,500	17,500	9000	+6.3%
Alfa Romeo 75 sal	86-92	10,000	7000	3000	1400	+18%
Austin Westminst. A90, A95, A105	54-59	12,000	9000	3650	1500	+9.1%
Bentley MkVI 4.3/4.6-litre	46-52	37,500	27,500	15,500	8750	+4.2%
Bentley MkVI con	51-52	125,000	85,000	42,500	27,500	+8.7%
BMW M635CSi	85-89	28,500	20,000	14,000	7500	+3.6%
BMW 323i (E21)	77-82	9900	6950	3400	1650	+7.0%
Daimler Sovereign (420)	66-69	16,500	12,500	5750	2500	+3.1%
Ferrari 250 GTE 2+2	60-63	400,000	320,000	225,000	175,000	+6.7%
Ferrari 275GTB (alloy)	64-66	2.5m	2.2m	1.95m	1.75m	+4.2%
Fiat 130 Coupé	72-76	17,000	12,500	7000	3500	+1.5%
Fiat Panda 4x4	84-92	6000	4250	1900	1000	+2.7%
Ford Capri MkI GT 1.6/2.0	69-74	16,500	11,000	5000	2500	+10%
Ford Capri RS3100	73-74	52,500	40,000	25,000	16,000	+5.0%
Jaguar Mk2 3.8	59-67	38,500	26,000	12,500	5500	+2.7%
Jensen Interceptor II-III	70-75	47,500	33,500	15,000	7500	+5.6%
Lancia Delta HF Turbo	84-90	8000	5750	2750	1500	+2.9%
Lancia Integrale	87-91	22,500	16,000	7500	3500	+12%
Mercedes-Benz 190/200 Fintail sal	61-68	13,000	9000	4000	1750	+4.0%
Mercedes-Benz 220SEb coupé	61-65	40,000	30,000	16,500	9500	+14%
Mercedes-Benz 300SEL 6.3 sal	67-72	60,000	40,000	22,000	13,500	+15%
Mercedes-Benz 450SEL 6.9 sal	76-80	40,000	27,500	15,000	8500	+14%
Mercedes-Benz 190E sal	82-92	4500	2600	1000	400	+5.9%
MGB GT V8 chrome	73-74	24,000	16,000	7500	4000	+6.7%
MGB GT V8 rubber	74-76	18,500	13,000	6500	3250	+5.7%
Morgan Plus 4 SS	61-69	67,500	50,000	32,500	20,000	+3.8%
Porsche 911 2.0	66-67	140,000	90,000	55,000	36,500	+12%
Renault Dauphine	54-63	7500	5000	2400	1100	+25%
Renault Dauphine Gordini	58-67	15,000	11,000	5000	2500	+20%
Toyota Supra Turbo	93-02	17,500	12,000	6500	3500	+69%
Vauxhall Victor FD	67-72	2850	1950	950	500	+3.6%
Vauxhall VX4/90 FD	69-72	5500	3500	1750	900	+2.2%
Vauxhall Ventora FD	68-72	4750	3100	1500	750	+2.5%
Vauxhall Victor FE	72-78	3250	2000	975	550	+2.7%
Vauxhall VX4/90 FE	73-76	4200	2750	1350	750	+1.7%
Vauxhall Ventora FE	72-76	4000	2400	1200	700	+1.8%
Vauxhall Astra GTE MkI	83-84	10,000	7000	3500	2000	+14%
Volkswagen Golf convertible	80-93	8000	5500	2400	1000	+14%
Volvo 740/760 Turbo	86-92	3850	2600	1250	650	+18%

▼ On the slide

Some fine, upstanding old Brits have joined the usual Italian contingent in this month’s fallers.

Make and Model	Year	Concours	Mint	Good	Rough	% dwn
Aston Martin Vantage V600	98-00	300,000	230,000	160,000	n/a	-4.0%
Austin-Healey Frogeye Sprite	58-61	20,000	15,000	7000	4000	-4.0%
Bentley Derby 3.5 coachbuilt	33-37	275,000	185,000	90,000	42,500	-8.3%
Bentley Derby 4.25 Park Ward	36-39	130,000	90,000	54,000	32,500	-3.7%
Bentley Derby 4.25 coachbuilt	36-39	350,000	235,000	120,000	45,000	-6.7%
Bentley R-type saloon	52-55	40,000	30,000	17,500	9500	-4.8%
Bentley R-type coachbuilt con	52-55	155,000	120,000	65,000	37,500	-3.1%
BMW 850CSi	92-96	45,000	37,500	29,500	20,000	-10%
BMW M3/Evo (E36)	92-99	18,000	14,000	9250	3100	-2.7%
Ferrari Mondial cabrio	84-94	37,000	28,500	19,000	12,000	-1.5%
Ferrari F512 M	94-96	220,000	155,000	120,000	75,000	-2.2%
Ferrari 550 Maranello	96-02	92,500	75,000	58,500	42,750	-4.3%
Ferrari 575 Maranello	02-06	89,000	74,000	57,500	50,000	-1.5%
Ferrari Enzo	02-04	1.95m	1.6m	1.3m	n/a	-4.0%
Honda S800 coupé	66-70	24,000	17,000	10,750	6750	-1.7%
Jaguar MkX/420G	61-70	20,000	14,000	6750	3000	-1.7%
Lamborghini 400GT	67-68	400,000	330,000	270,000	200,000	-4.8%
Lotus Esprit S2	78-81	26,500	19,000	12,000	8000	-3.6%
Maserati 3500GT Spider	58-64	575,000	490,000	400,000	300,000	-1.7%
Maserati Ghibli Spyder	69-71	625,000	500,000	400,000	325,000	-2.2%
Maserati Ghibli SS Spyder	71-72	725,000	600,000	500,000	400,000	-1.9%
Maserati Khamzin	74-82	135,000	95,000	65,000	45,000	-3.6%
Mercedes-Benz 280-420SL	71-89	25,000	17,500	8000	3000	-2.2%
MG TD	49-53	25,000	16,000	10,750	6750	-2.0%
Morgan Plus 8	68-72	49,500	32,000	20,000	14,000	-2.0%
Porsche 356B/C cabrio	60-65	122,500	95,000	60,000	40,000	-2.0%
Porsche 911 Turbo (930) 3.0	75-77	140,000	110,000	79,000	52,500	-2.0%
Porsche 911 Turbo Cabrio	86-90	100,000	75,000	45,000	32,000	-1.0%
Porsche 911 GT3 (996)	99-05	75,000	60,000	50,000	40,000	-2.2%
Rolls-Royce Silver Wraith	47-59	47,500	35,000	20,000	10,000	-3.1%
Rolls-Royce Silver Dawn sal	49-55	40,000	30,000	17,500	9500	-4.8%
Triumph TR3/3A	55-61	34,000	25,000	14,000	7500	-2.9%



ACA's cheeky online poll result meant that the Cosworth was presented in as-found condition

Cosworth smashes records

Bidding war steers non-RS500 to an eye-watering hammer price

The undoubted star of Anglia Car Auctions' 2 November sale was the Ford Sierra RS Cosworth that featured in last month's Barn Finds. With a genuine 7350 miles on the odometer and most of the dust it had gathered while in storage since 1991, it was a real one-off.

The result was a loudly applauded £85,760 following a protracted and increasingly dramatic battle between two determined and clearly deep-pocketed bidders. This is believed to

be a record for a non-RS500 Cossie; it's worth remembering that this car cost something like £16,500 when it was new in 1987.

The stardust rubbed off a little on the sale's other Sierra Cosworth seven lots later. Despite having a rather more substantial 82,985 miles on the clock and having only been stored for 14 years, this one nevertheless managed to beat its £25-30k estimate to sell for a strong £34,840 – several thousand pounds above our guide price.

Other results veered from further big money surprises to a number of genuine bargain buys, the latter led by a well cared-for and nicely presented 1997 Alfa Romeo Spider Twin Spark that crept through early on for just £1170.

Overall, the sale rate as we went to press was a respectable 72 per cent with a number of provisional sales still being negotiated.

It looks like ACA's aim of focusing on good cars at the affordable end of the market paid off.

IN THE TRADE



ELECTRIC AVENUE

Lunaz Design, based in Silverstone Technology Park, Northants, is developing modular components that will allow almost any classic to be converted to electric power. The engineering team, from the worlds of motor sport and supercars, is currently fitting a Jaguar XK120 with twin electric motors that develop 375bhp and 516lb ft and is also converting a Rolls-Royce Phantom V. The vehicles are fully restored as part of the process. Prices start from £350,000. To find out more, see lunaz.design.



THE WILTSHIRE WOODIE

Classic Car Auctions is to offer a Riley shooting brake with amazing history at its 7 December sale. The car was bodied by a village garage near Salisbury on a new Riley RMA chassis in 1947 and registered on Christmas Eve of that year. It was then used extensively for shooting parties in Wiltshire and Scotland and has remained in the same family and always been garaged. The car has had a repaint and engine rebuild in the past but remains largely original. The estimate is £15-18k. See classiccarauctions.co.uk.

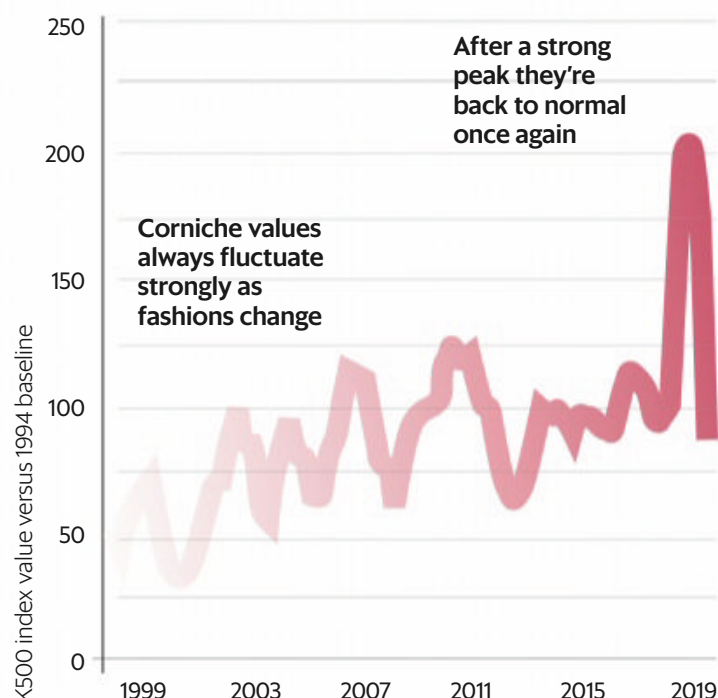
WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Rolls-Royce Corniche Convertible



'The Corniche has experienced a renaissance in recent years,' says K500's Simon Kidston.

'Early Mulliner Park Ward Drophead Coupés are very different from the Nineties Corniche II, III and IV. Expensive to restore and old-fashioned to drive, values of those originals might be a third of an excellent late example. Just look at the £255,300 Bonhams achieved at last year's Revival for the very last Corniche IV built, a 1995 car direct from Bentley Motors with just 1161 miles clocked. But then it wasn't lipstick red, nor was there a gold-plated mascot in sight.'



SILVERSTONE'S SANDSTORM

Following hot on the heels of RM Sotheby's, which has a sale in Abu Dhabi this month, Silverstone Auctions has announced that it will be holding a classic auction in Saudi Arabia thanks to its government's recently introduced tourist visas. It will take place on November 22 as part of the Riyadh Car Show. Lots include an ex-Chris Evans Ferrari 288 GTO that was originally white and is now red with black interior. It had a £150k restoration 10 years ago. See silverstoneauctions.com.

Alfa Romeo
CLASSICHE



*To be
continued*

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Bird of Prey

RM Sotheby's to offer a concept car you can actually drive

On the market for the first time in 19 years, Zagato's fully functional Raptor concept car is the standout lot at the RM Sotheby's sale in Abu Dhabi on November 30. We asked Hagerty Insurance's valuations expert John Mayhead for his take on it. 'Motor show concept cars are strange beasts. Form often takes such a precedence over function that the vehicle's purpose is compromised. Sometimes rushed to meet a fixed show deadline, they become little more than striking automotive sculptures.

'But once in a while the work of both designer and engineer combine seamlessly to create a show car that performs as it looks.

The 1996 Lamborghini Zagato Raptor is one such vehicle. Built in just four months using then state-of-the-art CAD procedures, the Raptor was unveiled at the 1996 Geneva show to great acclaim and was originally planned as a short-run production model before Lamborghini changed its mind, leaving this one unique.

'Despite a history that includes appearances at Pebble Beach, the Raptor is not just a show pony. Using the drivetrain and a supercharged version of the Lamborghini Diablo VT's 5.7-litre V12 engine in a tubular chassis with carbonfibre bodywork, the car is not only 300kg lighter than the Diablo but produces 620bhp and hits 60mph in less than four seconds. ABS and traction control are

Using a supercharged version of the
Lamborghini Diablo VT's V12, it's very
much a driver's supercar'



omitted, and the interior is finished in simple grey Alcantara; this is very much a driver's supercar, as period road tests proved.

'Concept cars are notoriously hard to value because they're one-offs. Last sold in March 2000 for the equivalent of £135,000, the Raptor is likely to have achieved substantial growth in value since. The 2006 Lamborghini concept sold by RM at Monterey in 2017 for \$1.32m may give some indication, although the market has dipped since then and the Raptor will need some recommissioning. RM's \$1.1m-\$1.3m probably covers it. This is a unique supercar that combines practicality, performance and wonderful design. Bidding is likely to be fierce.'

The Zagato Raptor will grant its new owner access to all the top events – but they'll need to fork out for some TLC first because it hasn't been used for several years

Squeaky-clean bubble

▼ 1959 Messerschmitt Tg500

For sale at Bonhams, Bond St, London. December 7, bonhams.com/cars

Why buy it? These four-wheel microcars rarely come up for sale and we've never seen one quite this good. The current owner found it 14 years ago in a dilapidated and bodged state and the subsequent restoration has been so thorough and detailed that it was only completed in 2019. Ready to use and show.

Estimate £120,000-£160,000



▼ 1961 Jaguar Mk2 3.4

For sale at Bonhams MPH, Bicester, 26 Nov, bonhams.com/cars **Why buy it?** At the price suggested it appears good value. A preferred manual model, it has a straight body with nice finish and is well detailed under the bonnet. Nice to see one in subtle grey with matching steel wheels too. Leather seats need a feed and colour, but otherwise look good.

Estimate £20,000-£25,000



▲ 1964 Mercedes-Benz 0319 Minibus

For sale at Brightwells, Leominster, 27 Nov, brightwells.com **Why buy it?** Outgrown that VW Bus? This 13-seater Mercedes minibus has a gruffer-looking kind of Sixties cool and is right-hand drive too. Powered by a 2.0-litre diesel, it has been earning its keep in film, promo and wedding hire but is ripe for conversion into... well, wherever your imagination takes you. **Estimate** £45,000-£55,000



▲ 1975 Alfa Romeo Spider S2

For sale at Historics, Weybridge, Surrey, 23 Nov, historics.co.uk **Why buy it?** Finely detailed and correct in all aspects right down to the 165 tyres and Alfa-logo'd rubber floor mats, this is one of the best of these we've seen offered for a while. It's an original UK-market rhd car too, which adds a little something, and has covered just 56,500 miles. Spot-on estimate. **Estimate** £18,000-£24,000

UPCOMING SALES

NOVEMBER

Thu 21, London. Bonhams Collector's Cars & Automobilia, RAF Museum, Hendon.

bonhams.com/cars

Sat 23, Surrey. Historics at Brooklands,

Mercedes-Benz World, Weybridge. historics.co.uk

Sat 23, Perth. Morris Leslie Classic Auctions, Errol Airfield. morrisleslie.com

Tues 26, Oxfordshire. Bonhams MPH, Bicester Heritage. bonhams.com/cars

Wed 27, Heref. Brightwells' Classic & Vintage, Easters Court, Leominster. brightwells.com

Sat 30, United Arab Emirates. RM Sotheby's, Yas Marina Circuit, Abu Dhabi. rmsothebys.com

DECEMBER

Wed 4, Derbyshire. H&H Classics, The Pavilion Gardens, Buxton. handh.co.uk

Sat 7, Warks. Classic Car Auctions, Warwickshire Exhibition Centre, Leamington Spa. classiccarauctions.co.uk

Sat 7, London. Bonhams, New Bond Street. bonhams.com/cars

Tue 10, Surrey. Barons Auctions' Christmas Classic sale, Sandown Park, Esher.

barons-auctions.com

JANUARY

Thu-Sun 2-12, Florida, USA. Mecum, Osceola Heritage Park, Kissimmee. mecum.com

Sat-Sun 11-19, Arizona, USA. Barrett-Jackson, WestWorld of Scottsdale. barrett-jackson.com

Thu-Sun 16-19, Arizona, USA. Russo and Steele, N. Pima Rd, Scottsdale. russoandsteele.com

Thu 16, Arizona, USA. Bonhams, West Kierland Resort & Spa, Scottsdale. bonhams.com/cars

SPECIFICATIONS

ENGINE: 998cc 4IL OHV
POWER: 38bhp@5250rpm
TORQUE: 52lb.ft@2700rpm
PAYLOAD: 5cwt
MINI VANS PRODUCED:
 344,249

LIMITED TO
ONLY 1,500
MODELS

VA01427 Morris Mini Van
 The Red Arrows
 Scale 1:43 | Length 76mm | **£29.99**



VA01318 Austin Mini 850
 RAF Police
 Scale 1:43 | Length 70mm | **£29.99**

LIMITED TO
ONLY 1,000
MODELS

SPECIFICATIONS

ENGINE: 848cc 4IL OHV
POWER: 34bhp@5500rpm
TORQUE: 44lb.ft@2900rpm
MAXIMUM SPEED: 72mph
0-50mph: 27.1 secs
WEIGHT: 1380Lbs



LIMITED TO
ONLY 1,000
MODELS

VA01319 Austin Mini 850
 RAF Station Commander
 Scale 1:43 | Length 70mm | **£29.99**

SPECIFICATIONS

ENGINE: 848cc 4IL OHV
POWER: 34bhp@5500rpm
TORQUE: 44lb.ft@2900rpm
MAXIMUM SPEED: 72mph
0-50mph: 27.1secs
WEIGHT: 1380Lbs

Minis were bought in large numbers by the RAF and were used for both general Mechanical Transport duties and VIP transport, being cheaper and more suitable for this role than Land-Rovers, which were used for heavy loads, towing or operating off road.

The RAF Police used Minis for many years to patrol the perimeter of airfields, varying their route and timetable to keep their movements unpredictable while maintaining close radio contact with controllers.

The Mini Van was used by the UK military in a huge variety of transportation roles and, being economical, reliable and surprisingly capacious, was ideal for use on large RAF airfields where its lack of ground clearance wasn't an issue. The example modelled was used by the Royal Air Force Aerobatic Team, 'The Red Arrows', in a general transportation role in the early 1970s when the legendary display team were based at RAF Kemble, Gloucestershire, their home between 1966 and 1983.

Model Mini Heroes

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Motorclassica in Melbourne's Royal Exhibition Building is the highlight of Australia's show season



Faith restored in diverse classics

Revived Japanese classics aplenty Down Under, but Aston steals the **Motorclassica** show

Australia's Motorclassica, which provides a showcase for the country's restorers to display the results of their latest projects, proved that increasing numbers of Japanese classics are being treated to cost-no-object restorations.

While this clearly demonstrates a changing market, Best in Show honours went elsewhere – to a 1959 Aston Martin.

Bentley HJM

This 1938 Derby Bentley, one of just six built, has just emerged from restoration.

'The famous Australian car collector Eric Rainsford bought the car in 1969 in London, whereupon he exported it to South Australia and campaigned it extensively over the next 50 years,' said owner Gary McMillan.

'The rarity of it being just one of six HJ Mulliner cars with a disappearing hood really attracted me

to this car. I bought it in 2013 and have spent the past four years restoring it.

'The engine was in a pretty bad way. South Australia's very hard water had badly corroded the cylinder head and block to the point that they were unrecoverable; fortunately, new castings are available. We also rebuilt the rest of the mechanicals, re-timbered the body and re-trimmed the interior. We were able to save the paint, which had been put on it 12 years prior. Luckily it had been laid on very thick, which meant that we were able to cut and polish it back to life.'

Aston Martin DB2/4 MkIII

This Aston Martin scored Motorclassica's Best in Show award – an impressive feat given what restorer Tori Barnes was up against.

'The car arrived at our workshop disassembled with all of its parts in boxes,' he explained. 'The restoration had started at another shop and

Restorers managed to save Bentley's 12-year-old paint, but the cylinder head was shot





Buckle Mini Monaco – one of 20-30 made – was built to better the Broadspeed Mini



Restoring this DB2/4 to Best In Show standard entailed thousands of hours of research

Buckle Mini Monaco

Marking 60 years of the Mini, this uniquely Australian take on the Cooper added an often-untold part of the small car's story as part of a themed display.

Owner Meaghan Lucas said, 'My dad showed me this 1965 Buckle Mini Monaco in *Unique Cars* magazine in early 1997. We both liked it so we went for a look, and ended up coming home with it. My family has always been into Minis; Dad even bought Mum a Mini as a wedding present in 1970.

'The Monaco was in good condition, but the paint was fairly dull. We took it to a couple of local shows before I moved to the UK and Dad moved to Tarree in New South Wales in late 1997. He completely stripped the car to restore it, and then got sidetracked restoring a 997 Cooper.

'Dad passed away unexpectedly in 2017, which left the car partly restored and with six months for it to be moved from the workshop it was in. We used those six months to finish the restoration and get it back on the road, 12 years after it had first been pulled apart.

'The Buckle Mini Monaco came about when Bill Buckle saw a Broadspeed Mini and thought, "I can do better than that". The car is built from

a standard Australian Mini with a glassfibre roof that reduces the overall height by three and a half inches, and significantly lightens the car. Between 20 and 30 were built and we've reunited Bill Buckle with the car since completion.'

Toyota Celica GT

This early 1971 pre-production Celica was one of several Seventies Japanese cars at Motorclassica enjoying serious restoration attention after years on the fringes of the classic world.

Restorer Peter Vandersluys said, 'This Celica was originally brought into Australia as an evaluation vehicle and couldn't be registered because it was lacking a compliance plate. It was initially destined to be crushed.

'After sitting in a shed for 10 years it was released to a Toyota dealer in New South Wales and registered for the first time.

'The current owner found it in Tasmania and had to have a meeting with the previous owners to detail his plans for the car and assure them that it would be restored properly to original before he was allowed to buy it. The owner was very heavily involved in the restoration and did an amazing amount of research.

'It came to us in pretty original condition. It had areas of rust that we addressed by making new panels or replacing panels with new old-stock items supplied by the owner. We did the bodywork, paint and fit-ups. From there the owner took it home to his garage where he restored and assembled the rest of the car. The engine bay work is all his, and it is to an amazing standard.

'The original interior is still in the car and in surprisingly good condition, based on its age. We were lucky enough to have three of the four owners of the car join us at Motorclassica, which was pretty special. Overall it is a marvellous outcome, the owner is very happy, and he is about to start driving it now that Motorclassica is over.'

unfortunately that business closed. The owner wanted someone local to take on the project at short notice and we were lucky enough to be contacted. It has taken four years since then to get the car to the condition it is in today.

'The biggest struggle we had was lack of information – there aren't a lot of these Aston Martins that are left unrestored to reference. We spent thousands of hours researching with overseas owners, looking at catalogues, reading books and looking at online photos trying to work out what was original.

'This was all made harder by the fact that we didn't strip the car down and that it had been restored in the Seventies; in an ideal world you don't want a car that's been restored before because you have to go over things that were done last time and that were maybe changed or not restored back to original.

'The tools and capabilities that British craftsmen had back in 1959 were far less advanced than what we have today and trying to dance that line of not over-restoring was tricky. But we are very happy with how it turned out.

'We went to Motorclassica very happy with the car, but in no way, shape or form did we expect to win Best in Show, which was the end result!'



Unregistered evaluation Celica was originally scheduled to be crushed



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Continued Motorclassica

Mazda R100 Coupé

This 1969 R100 was put off the road in the Eighties and had been stored until the current owner bought it in 2014 and started a ground-up restoration. Its Motorclassica debut demonstrated the challenges of restoring early Japanese classics.

'The car had a full rotisserie restoration,' explains painter Dave Wickens. 'The panels are actually quite thin on these, which can make them hard to work on. When I painted the car I made it flat on top and just a little bit orange-peely on the sides, like I remember them back in the day.'

'Sourcing parts is hard because lots are unique to the R100. Back in the day things like road wheels and steering wheels were thrown away when they corroded – now, they're the hardest bits to get.'

'We had a guy come up to us at Motorclassica and offer us a full set of manuals and parts books that he'd put away when he finished up at Mazda many years ago. They had never even been read but instead of letting them go to the bin, he reckoned they'd be useful to someone one day – and luckily that "someone" is us.'



Scarce R100 Coupé's restoration is authentic right down to the less-than-perfect paint finish

Russell Brookes,
1945-2019

Russell Brookes, the two-times British Rally Champion known for his mastery of rear-drive cars against four-wheel-drive opposition, outspoken nature and crowd-pleasing rivalry with Jimmy McRae, has died aged 74.

Entering an expensive sport from humble origins, Brookes was one of the first professional motor sport drivers to benefit from the era of car sponsorship. His prowess at club level and in the Ford Escort Mexico Championship led to a sponsorship deal with Andrews Heat for Hire, resulting in one of the sport's most iconic and enduring liveries.

After joining Ford's works team in 1976, Brookes won the British Rally Championship on his second attempt in the works Escort RS1800. He entered the Group B era with Opel alongside Jimmy McRae, piloting the rear-drive Manta 400 alongside four-wheel drive opposition from the likes of Audi and Peugeot. The drivers' abilities overcame technological disadvantages, and they infamously spurred each other on via colourful sparring in the motoring press. McRae would win the Championship in 1984, Brookes again in 1985.

After Group B's cancellation, Brookes returned to Ford and remained competitive until his retirement in 1992.

Although his greatest achievements were on British soil, in an interview with *Classic Cars* in 2013 Brookes admitted that his greatest regret was never contesting a full World Rally Championship season.

Ex-Toivonen RS1800 is back on UK stage rallies after its recent restoration



Greats grace Lombard

Rally retraces the route and recreates the ambience of the RAC Rallies of the Seventies and Eighties

Following the route of the 1976 Lombard RAC Rally, the second running of the Lombard Rally Bath also saw such greats as Stig Blomqvist, Kalle Grundel and Rauno Aaltonen take to the stages in Group 4 and Group B cars from the Seventies and Eighties. Although technically run as a regularity rally – without timing gear, thus allowing banned Group B cars to compete – it looked to the crowd just as it did in the era of Rothmans rally jackets and air horns, thanks to the use of high-speed forest stages.

Ford Escort RS1800

The last Ford to be campaigned by Henri Toivonen before his first full works drives was making its UK rally-stage post-restoration debut after a shakedown on Italian tarmac events.

'It was prepared by Peter Clarke Autos, a Ford RS dealership in Skipton, which ran works-supported cars under the Team Total Gold banner from 1977-79,' said co-driver Steve Andrews. 'In 1979, they ran Group 4 Escort RS1800s for Henri Toivonen and Malcolm Wilson in the British Rally Championship. Toivonen was well-placed overall, but KWT 556V retired due to ongoing gearbox problems. It's believed it was the last Ford rally car Toivonen drove.' The Finn joined Talbot the following season.

Lancia Delta Integrale

John Whalley returned to the Lombard's stages in the Lancia he originally campaigned when

new, following a few lessons from 1989 RAC Rally winner Pentti Airikkala.

'I was one of the Lancia dealers specialising in Integrale,' Whalley says. 'This car was originally a 1988 8v prepared by the Lancia works team but run as a chase car. It was brought into the country after the 1988 1000 Lakes as Lancia sold off its 8vs to make space for the new 16vs.'

'It appeared to be Group N [production] specification but the factory had worked magic on it. For example, rubber suspension bushes looked original but had rose joints hidden inside them, and the chassis was extensively welded. I suspect they prepared a number of chassis to Group A specification, then if they needed a chassis quickly they could pull a Group N in and change the running gear.'

'I tried to drive it for 18 months. Driven conventionally, it understeered. Then I found Pentti Airikkala, and after a couple of days with him I finally discovered how to drive it. Basically leave your brain at home, don't brake before you turn in, then you can brake to the apex. Suddenly the car comes alive and stands on its toes.'

'An interesting observation was once made to me by the manager of Toyota Team Europe. "Did Lancia ever tell you how to drive them?" he asked. "We copied the car and even used their transmission but couldn't get it to work." I told him no, and he said, "That's why they were world champions for six years. They never told anybody anything".'



John Whalley benefited from a Delta Integrale driving lesson... from Pentti Airikkala

Next Month

Don't miss these exciting stories in the February issue of *Classic Cars*

ESPRIT CHOICES

Our top five recommendations put to the test



Contents may change

PLUS Colin McRae's WRC **Subaru Impreza** driven • we put a reader in an **Aston V8 Vantage** • epic restoration of a **BMW E30 325i Sport** • the life story of Ayrton Senna's **Mercedes 500SEC** • inside a home-restored collection, from **Ford GT40** to **Mazda MX-5** • **Porsche 993 RS Club Sport** reputation

**FEBRUARY
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First-time Veterans brave Brighton Run

Modern classics mixed with Veterans on Regent Street

As the London to Brighton Run's central-London send-off, the Regent Street Motor Show's non-veteran content continued to expand with the 2019 edition; special displays commemorated major anniversaries including 60 years of the Mini and 50 of the Ford Capri.

Peugeot 8hp

Said owner Marc Sabbe of his recently restored 1902 Peugeot, 'It needed absolutely everything doing – it had been a museum exhibit for most of its life. I've done most of the work myself and it's been challenging because no spare parts exist and there are often no surviving examples to compare it with. The low-tension ignition system was the biggest challenge – I had to make new parts for it.'

'I finally got it running in March this year – that was the first time that it had run since at least the Thirties. This isn't just its first Brighton Run – it's the first time it's been to Britain.'

'French car designer Philippe Charbonneaux found it in the Eighties in a Paris garage where it had been put away in the Thirties and remained there untouched. All of his cars were sold off when he died. A Parisian classic car dealer bought this one then sold it to a 40-car museum, which closed not long afterwards. Then it was sold and went to Belgium. I bought it two years ago.'

Ford Capri RS3100

This unique, wide-bodied RS3100 returned to the road this year after a 30-year slumber and a difficult restoration.

'I bought it in July 1986, ran it regularly for a few years then took it off the road,' said owner Chris Griffiths. It just got to the point where it was too rough for me to do the restoration so I took it to Restore A Ford in Newhaven.

'Mick Hill Racing – best known for competing in Special Saloons in the Seventies – modified it in period. In 1973, Ford had 12 RS3100s with "RPU" registrations that it couldn't get rid of but needed to sell in order to homologate the Cosworth GAA V6 for Group 1 competition. Unfortunately, the oil crisis struck and the Capri MkII was about to come out, rendering a V6-engined MkI undesirable.

'Mick Hill, who was running a Boss Mustang-engined Capri at the time, bought this car from Ford then sold it to a US Air Force officer, having fitted it with Special Saloon-style arches and

wheels. In 1981, its next owner tuned the GAA to full Group 1 specification and used it for sprinting.

'I got it back from Restore A Ford in May, then had to send it back 12 weeks later when it was involved in a hit-and-run with an uninsured driver who'd just robbed a building site!'

Chevrolet Bel Air

This 1954 Chevrolet is one of just two in the UK. Owner Garry Gore said, 'I bought it in Florida in 2012. It had been restored in the Nineties having been found in a barn in Oregon in 1993 but the paint and chrome had started pitting and delaminating, so I restored it over the next four years, flying to and fro between the UK and Florida.'

'I was drawn to its rarity. Everyone hears "Chevrolet Bel Air" and thinks of the 1957 car with its V8 but the name was around long before then. The 1954s shared their Blue Flame straight-six with the earliest Corvettes though apparently a few very late '54 Bel Airs were fitted with the early V8.

'With the exception of fitting electric windscreen wipers – the vacuum-powered ones were just dangerous – it's all-original and unmodified right down to the six-volt electrics. They went out of their way to avoid putting strain on the battery – even the dashboard clock needs winding up.'

Cadillac Rear Entrance

Despite being 115 years old and having lived just over the Irish Sea for the past 25 years, 2019 marked this Cadillac Rear Entrance Tonneau's



115-year-old
Cadillac has never
been restored



Capri RS was modified when new



Electric wipers
aside, '54 Bel
Air is original

very first outing on the London to Brighton Veteran Car Run.

Originally delivered to the midwestern US in 1904, it was used on the prairies as new frontier road routes were forged across the country. It passed from private collections in America to Ireland in 1994 before current owner Andrew Bailey acquired it in 2019. It's in original condition, having always been maintained rather than restored.

Arrows FA1

This 1978 Arrows F1 car – one of the first to feature ground-effect – became the subject of an infamous court case the year it was built. Arrows was formed in 1977 by former Shadow employees including designer Tony Southgate, and Shadow boss Don Nichols felt that the new FA1 was a copy of the DN9 that he had just designed for him.

Riccardo Patrese finished tenth at the Brazilian GP in this car and put another FA1 chassis second on the podium in Sweden before the High Court in London demanded that all FA1s be dismantled and handed over to Nichols for inspection.

The cars were deemed to be DN9 copies and the FIA banned the FA1 from racing again, forcing Southgate to design its A1 replacement from scratch in just 60 days.

Incredibly, Arrows missed no races that season, Patrese finished fourth in the season-ending Canadian Grand Prix and Arrows finished in joint ninth place in the Constructors Championship – one place above Shadow.



This FA1
managed an
F1 GP top
ten finish



Race-winning Experience

This Williams took Mansell to 1992 Silverstone glory

New Silverstone museum showcases 70 years of action, memories and technology

The Silverstone Experience, the British Grand Prix circuit's first permanent museum, has opened its doors.

As well as a rotating collection of single-seater, sports-prototype and touring cars connected to the circuit's seven-decade history, the Experience features exhibitions revealing the technology of racing cars and circuits, and immersive audio-visual experiences replicating a driver's-eye view of some memorable moments in the track's history.

Williams FW14B

This is the car Nigel Mansell drove to a win en route to the 1992 Formula One World Championship. 'There are actually several "Red 5s" – 1991 and 1992 seasons, three or four of each – but this is the chassis that won here at Silverstone,' explained Steph Sykes-Dugmore, head of collections and research. 'It wasn't unusual for an F1 team to have so many cars sharing the same race numbers back then. Budgets weren't an issue in the early Nineties, and the cars are effectively a collection of parts, so back then

the set-up for practice, qualifying and racing varied to the point where they were practically different machines.'

The FW14B was a technological tour de force designed by Paddy Lowe, Patrick Head and Adrian Newey, and featured a semi-automatic gearbox, traction control, a blown diffuser and active suspension, most of which were banned two seasons later as costs spiralled out of control.

ERA E-type GP2

'It's part of a private collection and it hasn't run for years, so it's a real privilege to have this on display here,' said Steph of this E-type GP2, built in 1939 but unraced until 1947 because of the intervention of World War Two. Privateer driver Leslie Brooke raced it at the 1947 Grand Prix de la Marne, the British Empire Trophy on the Isle of Man and the French Grand Prix, before ERA bought its own car back to run as a works entry.

It qualified on the front row of the grid for the 1948 RAC Grand Prix at Silverstone in the hands of works driver Leslie Johnson, but retired on the opening lap. Its last



Unique Viking was the creation of world record-holder Alan Baillie



outing was also the world's first Formula One World Championship race, at Silverstone in 1950, with Johnson qualifying 12th and retiring on the second lap with a faulty supercharger. The result was an Alfa Romeo 1-2-3 led by Giuseppe Farina, who went on to become the first Formula One World Champion.

MG YB

'This has never been on display before,' said Steph. 'It's Dick Jacobs' car from the 1952 Daily Express International Trophy Production Touring Car race, considered the earliest touring car race.' Jacobs campaigned the 1250cc MG (above) in 1952, '53 and '54, winning the under-1500cc class each time, while the 1952

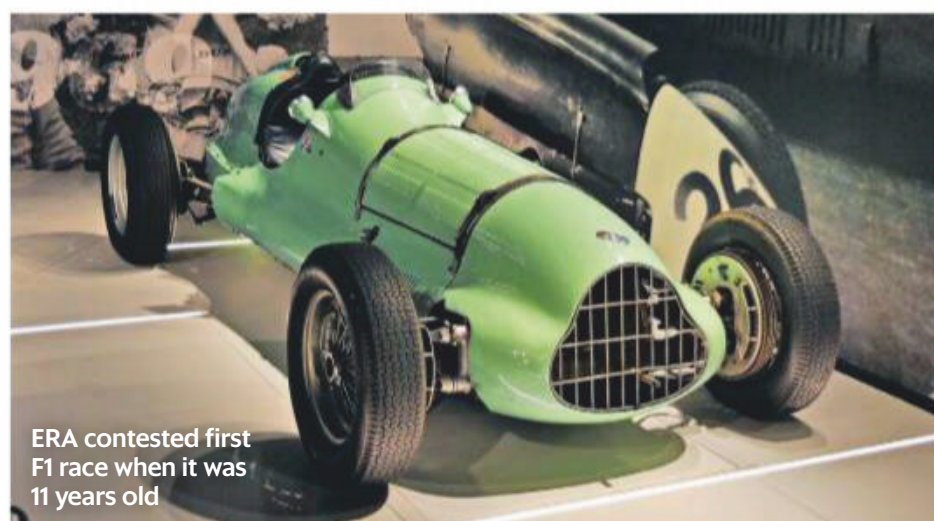
race was won overall by Stirling Moss in a Jaguar MkVII. The Production Touring Cars were part of the Silverstone International Trophy race programme, which also included the first race for production sports cars. The British Saloon Car Championship wasn't established until 1958.

'There were some weight-saving modifications, but they weren't allowed to change much within the production car rules back then.'

Viking

'We're lucky to be able to display the collection of Alan Baillie, holder of the Guinness World Record for the longest career in motor sport,' said Steph. Baillie, who raced single-seaters continuously from 1967-2003, built the Viking for the Monoposto Formula Championship of 1972-6. He won the series in 1974, 1975 and 1976 – its last season. Founded in 1958, Monoposto was intended as a low-budget series to appeal to owner-drivers in home-built specials and secondhand single-seaters.

'It's a reminder that Silverstone isn't all about F1,' said Steph.



ERA contested first F1 race when it was 11 years old



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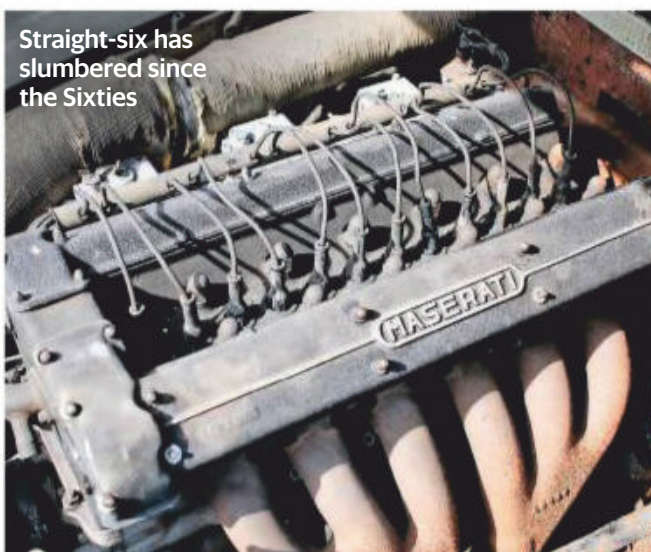
Barn Finds



Outdoor storage means a serious restoration job awaits the new owner



Car has been unchained from its resting place



Straight-six has slumbered since the Sixties



Cabin has not escaped the ravages of time

'Fangio's Maserati' gets an airing

After five decades of inactivity, this 3500 GT surely deserves a proper restoration

A 1961 Maserati 3500 GT reputedly regularly used by Juan-Manuel Fangio has been offered for sale in Italy by an aged friend of the late maestro. The car, estimated at €475k-575k, failed to sell at Finarte's auction in Padua on October 25 (but then so did 45 more of the 55-car total).

The story goes like this: although never owned by or registered to Fangio, this car was put at his disposal by its industrialist owner, a friend of the great man. As part of his continued close relationship with

Maserati following his retirement in 1958, he used the car regularly on trips to Italy and provided feedback about the 3500's strengths and weaknesses.

In 1966 he returned the car to Maserati; in 1969 he contacted the factory via a mutual friend to apologise for having left it there so long. However, ten more years passed during which the car was seemingly abandoned to the elements on Maserati's property, before Fangio wrote to the factory authorising two friends to collect it, restore it and drive it - he would also use it once again on visits to Italy.

At this point, Maserati dug its heels in. The presumption is that Alejandro de Tomaso, then in charge, didn't feel like giving away a valuable car. But two years later the firm relented and one of Fangio's friends took it away - the other having by then died. The planned restoration never began. Further storage, although indoors, has not improved the car's condition.

'The current owner, due to the many and complex emotional reasons related to the car, has already kept it for a very long time,' said Sandro Binelli of Finarte. 'He is now selling it for strictly personal reasons.'

Interceptor projects getting a welcoming reception

Good Jensen Interceptors have been fetching large sums for a while, but it takes time for people to realise that scruffy, shed-bound examples may finally be worth extracting. That time has now passed, it seems, and Interceptor projects seem to appear every month.

In Nottingham, Mellors and Kirk auctioned a 1973 example – in the unusual livery of white paint with blue vinyl roof and a broad gold ribbon-stripe – for £14,000 on an estimate of £7k-£10k. Not bad for a car that had been off the road since 1992, offered as the only motorised lot in a fine art sale.

Meanwhile, reader Bob Stevens got in touch to tell us of an example he's agreed to sell for a friend who has owned it for 40 years.

'It was in a barn near Shrewsbury,' explains Bob. 'It suffered an engine seizure about 20 years ago and was taken off the road. The bumpers have been removed, but otherwise it's quite tidy – it doesn't look rusty.'

Under a layer of dust with the footprints of many farm cats, the chocolate brown paint and tan vinyl roof suit this Seventies cruiser to a tee. Interested parties can contact the magazine.



This 1973 car in an unusual livery sold for £14,000 at a fine art auction recently



This Interceptor has lived in a barn for 20 years and is now looking for an owner to nurse it back to life



Any rodents that were resident in the barn must have decided to avoid this Mk1 Interceptor's interior



Kept safe from the rigours of the road for nearly 45 years



This fintail 190 has covered only 7295 miles from new



Interior looks a lot fresher than the exterior after lay-up

Merc 190C 'too good for modern traffic'... in 1975

The owner of this handsome Mercedes-Benz 190C felt that after 10 years of sparing usage and a mere 7295 miles, the careless drivers of mid-1970s Britain presented too much of a risk to its wellbeing, so away it went. It was bought new from Mercedes-Benz main dealer Comberhill Garage in Ashton in Makerfield, Lancashire, on 1 September 1965. The original dealer wallet, salesman's business card, key fob, first and last tax disc, dealer tax disc holder, radio leaflet, radio blanking plate and last MoT certificate are all still with the car.

The owner ordered Mercedes-Benz's fitted carpets, but chose not to use them and for some reason had another set made to protect the rubber matting. It comes to sale with the aforementioned original paperwork plus a toolkit, jack and wheel brace. The spare wheel has never been fitted. It's being offered by the family of the first and only owner via H&H's Pavilion Gardens sale in Buxton on November 27, with no reserve. Our price guide says a really nice fintail 190 is worth about £10,000-£12,000 – could this time-capsule car exceed that, despite the work required to return it to the road?

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Barn Finds

Congleton's colossally eclectic congregation

An amazingly diverse discovery of 135 cars from a single collection went for sale early in November. Auction house Nathaniel Carter McSkelly conducted the event for Asset Realisation Services, the company called in to liquidate the collection following the sale of a farm near Congleton, Cheshire. Nathan Richardson of ARS oversaw the immense job of removing all the vehicles to his storage facility in Preston, Lancashire.

'The new owner plans to demolish the barns, so they had to be cleared,' says Nathan. 'This was easier said than done, because most of them are non-runners and access to the site was too constricted to get a car transporter in. We had to employ landscape gardeners to hack back the growth around the lane to the farm, just to get single-car trailers and transporters in.'

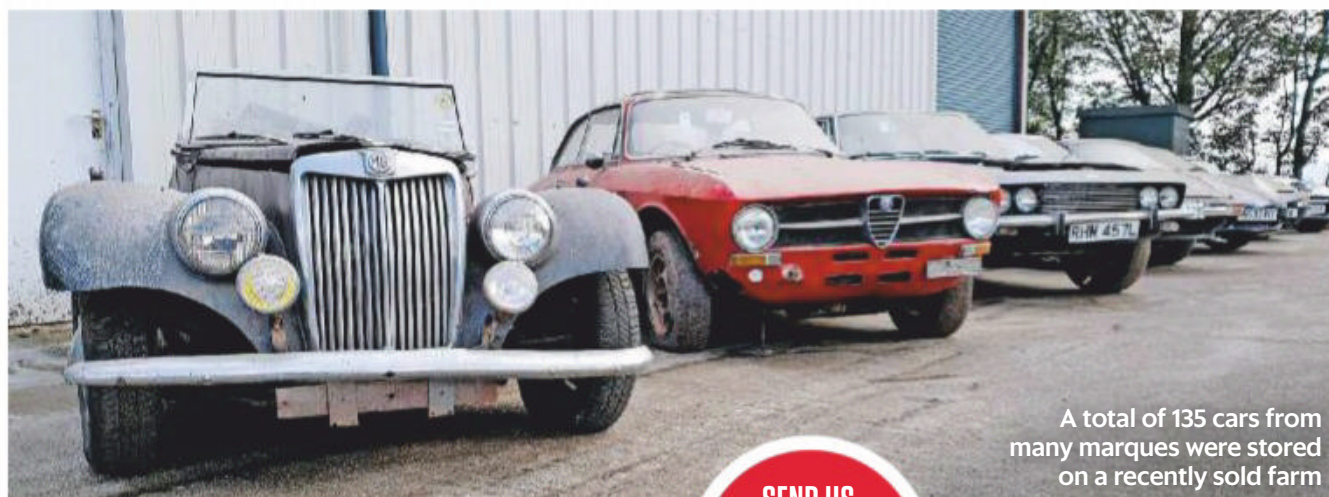
The cars make a bizarre and surprising mix: there are many Seventies, Eighties and Nineties luxury models from BMW, Mercedes, Jaguar and Rolls-Royce, plus many obscure kit cars and GRP sports marques such as Gilbern, Trident, Reliant, TVR and Falcon. There is a six-wheeled Carmichael Range Rover, a Bristol 411 with front-end damage, sundry Mini-based rarities such as a Hustler and a Midas, various classic Lancias and Alfa Romeos, plenty of familiar Brits from MG, Triumph, Austin and Morris, an NSU RO80, a Panther Kallista, a beach buggy and a T-bucket hot-rod with a Daimler V8. And plenty more.

Details of the person or people involved in gathering and storing such an eclectic assembly are frustratingly scarce – the auction house and liquidation company have had contact only with the buyers of the farm, not the vendor.

With every car at no reserve and a £50 start – but most without paperwork or even keys – prices for the more unusual projects were quite strong. For example: £4000 for the Hustler, £12k for the Bristol and £3800 for a very sad Trident Venturer.



Hoard ranged from a Falcon Caribbean to a Bristol 411



A total of 135 cars from many marques were stored on a recently sold farm

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MGBs from a wide open space... and a Safari close to home

Bargain hunters in need of a winter project could do a lot worse than buying two of the same kind of car in one go. That was the unusual offering from Charterhouse auctions on November 3, when a brace of chrome-bumper MGB GTs from the same open-fronted barn were sold as one lot. Both appear to be painted Bronze Yellow. The 1973 example has some of its sills cut away but has a more intact interior than the

'71 car. Surely there's plenty to make one good car from two? Top bid for this unusual 'buy one, get one free' lot was a mere £1200 – a bargain winter project.

Also in the sale was a 1973 Citroën DS Safari, a LHD car bought from France as a project but never started. Offered with an immense fabric sunroof, the wrong front seats and significant rust, this most capable of classic haulers found a new home for £1800.



Citroën DS Safari was bought from France as a project, but the restoration never started



It may be left-hand drive and have the wrong front seats, but it has to be worth saving

We strip and protect the parts other processes cannot reach



BEFORE:

Ferrari 250 GT SWB
before treatment



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I bought that Bentley

**LETTER
OF THE MONTH**

Having read Quentin Willson's Hot Tips (November 2019), I wonder if the fantastic value that Rolls-Royce Silver Shadows represent has started to endear them to a new demographic of owner.

Being in my mid-40s, I assume I would not fall into the 'gentlemen of a certain age' category. However, having bought the blue auction Bentley T2 that Quentin mentions in his article, I can report that it is now performing faultless duties as a quality, fun family classic that successfully turns even the most mundane trip into an event for my eight and five-year-old sons.

For anyone seeking a solid but soft old family saloon to make you smile, I think now could be the time to shine your light on the Shadow.

Chris Thacker



I remember that MG

In 1972 I was the only person working in the workshops of Barn Garage, and I would have carried out the PDI and first service after the running-in period on the MGB GT that was subject of the Life Cycle feature in the June 2019 issue. It was the first B GT sold by the garage since I had started working there in February 1970; it was still trading when I left in 1984. If my memory serves me correctly it was the only B GT we ever sold because we were not an MG dealership. The garage was one of six, and part of a group called Harry Hudgell Ltd; the car had been pre-ordered for Mrs Hudgell, but as the article states she didn't like it after having had a Ford Capri GT.

Ray Larcombe



What future for classics?

My 1979 MG Midget, which I have owned for 35 years, will hopefully become a historic vehicle from 1 April next year. It's not just the issue of free road tax but as a historic vehicle, it might be protected from any so-called anti-banger legislation, misguided as most of it is. It's the last of my cars to come in from the cold, yet I have had it the longest.

Having had much correspondence with the Blair/Brown governments, I eventually

formed the opinion that the reason for freezing rolling tax exemption at 31 December 1972 was down to a personal whim of Gordon Brown; he disapproved of classic cars. I have very good reasons to believe that the present leadership hold similar views and see classic car owners as scapegoats, against whom they can be seen to be taking action, to save the planet without the risk of losing too many votes.

I think the numbers of cars coming in from the cold will decline as time passes and I really can't see many of today's cars lending themselves to restoration and maintenance by the home mechanic.

Martin Evans

It's not about the money

I'm becoming disillusioned at some of the articles in *Classic Cars*. Every month it's the same old song from Quentin Willson and Russ Smith, with what's hot and what's not. I'm sure many classic car owners like me buy a classic car to enjoy, not for what profit they can gain from owning one. The December issue seems to be mostly fantasy cars that most of us can only dream of, how about some real-world classics that most ordinary people can afford?

Colin Schubert

More S-type R survivors

As much as I'd like to think that my Jaguar S-type R is one of only around a hundred left on the road (Quentin Willson's Hot Tips, August 2019), I suspect that this is not the case. His figure of 104 is for cars registered with the DVLA as 'S-TYPE R AUTO' Quarter 1 2018 (93L+ 11S). With all of the variants I make a grand total of 982.

Simon Lister

Classic Cars

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See page 62 for details

Quentin Willson



Ditch your cloak of doom and embrace the silver lining of these uncertain times – that classic you thought you missed may be back within reach

I'm loving this new era of retro-priced classics. There was a time – we all remember it painfully well – when almost everything felt so out of reach. So untouchably expensive. We watched the cars we coveted and desired disappear into a remote, well-heeled world. But many are now leaving the heated motor houses of erstwhile investors and coming back to us. One upside of the global economic softening is that some cars are selling for the sort of money we saw years ago. Right now smart enthusiasts are buying at prices they can't believe.

Take H&H's October sale in Duxford. A very original and unmolested dark blue '69 Daimler 420 Sovereign, just out of long-term family ownership and with 70,000 miles plus original bill of sale and factory warranty card made just £3600. Or how about a very tidy '72 RR Silver Shadow in Masons Black with 57,000 miles and a fan of specialist servicing bills for only £4500? An ex-Guernsey, '82 R107 280SL with 100k, 21 stamps in the book and only three owners made £7875. In blue with hardtop and all books and tools, it was sharp, fresh,

shiny and very usable. Both its Ferrari 308s felt good value too. A brace of left hookers – one a rare factory Bianco white '83 GTBi with 39k, extensive history and the other a red '82 GTSi with 43k – sold for £33,750 apiece. Meanwhile a blue rhd 2000 Ferrari 456 auto with 46k and good history made a very reasonable £39,375 – or half of what they were selling for four years ago.

In October Bonhams MPH at Bicester sold a silver '99 Aston DB7 Volante with 60k, three owners and service history for £17,916 (coupés used to be advertised for that), a black 2004 Mercedes SL55 AMG with 89,000 miles, long history and £18k worth of bills for £12,937, and a lovely older restoration '64, right-hook, UK-supplied Mercedes 230SL Pagoda with 80,000 miles for £38,250. That's the price we used to be told that tired ex-US projects were worth.

And the more you spend, the greater the opportunity. H&H's '74 Dino 246GT with just 10,000 warranted miles from new, an unimpeachable history and in completely original, perfect, never-driven-in-the-rain, unrestored nick made £303,750. In the boom years that would have had a half-million pound ticket stuck to its screen.

Bonham's Zoute sale in Belgium had a glorious '76 Porsche 930 Turbo in Viper Green metallic with the rare sunroof and aircon-delete option, completely restored and beautiful, chassis number 66 of the '76 model year – it sold for £101,534. The earliest 930 Turbos are collector-grade Porsche icons and back in 2013/14 you would have expected such a desirable spec, year and colour combo to make £200k.

Bonhams' Pagoda was very special too. Formerly owned by Dutch privateer racer Carel Godin de Beaufort, this '63 launch-year 230SL, chassis 249, and with matching numbers, period hill climb competition history, photographs and documented provenance, was a steal for such a historic early SL at a mere £59,534.

So throw off your cloak of doom, look at the numbers and you'll realise that we haven't seen classics this cheap for ages. And this new value structure buys plenty of special irreplaceable examples too. I'm going to take a deep breath and venture that maybe, just maybe, we've come to the bottom of the value correction curve and the market could now be starting to stabilise. Here's hoping.

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.



Despite its rich history and matching numbers, this launch-year 230SL Pagoda made less than £60k



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Gordon Murray



I've recently managed to buy a classic that I've been craving for years – an OSCA 1600GT with coachwork by legendary carrozzeria Zagato

My classic car collection is rather eclectic, but there are some themes that run through it. Most are sports and racing cars, all of them are small and most of them are lightweight. Another common trend is that most are beautifully designed, whether in a classic or technical sense.

I particularly love small, specialist Italian cars from the Sixties, because during this period I was living through my formative years in South Africa. It was also the golden era for Italian coachbuilders and I always followed Zagato – its designs were attractive and unusual. I have a couple of Zagato designs – a 1958 Abarth 750 'Double Bubble' and a 1971 Alfa Romeo Junior Zagato currently being built by Alfaholics.

When I set out to add to my classic collection, one of the first cars on my list was an OSCA 1600GT with Zagato coachwork. I've had a go at buying a few of them during the past three years but never

managed to bag one. The car appeals to me on so many different levels and it remains one of the most interesting coachbuilt cars from that period. Last week I finally managed to buy a 1963 car in silver at the Bonhams auction in Zoute, Belgium.

Set up by Ernesto, Ettore and Bindo Maserati in 1947 after leaving the car manufacturing company that bore their surname, *Officine Specializzate Costruzione Automobili* (OSCA for short) had numerous successes with small-capacity engines and some very good sports and racing car designs in the late Forties and Fifties. The early engines were based on Fiat cylinder blocks with OSCA aluminum cylinder heads, but in 1950 a new 1500cc twin-cam engine was designed. By this time Fiat had a tie-up with OSCA and in 1958 a contract was agreed for it to produce a new twin-cam 1500 engine.

With an eye on producing racing cars for private customers, the Maserati brothers designed a high-performance version of the 1568cc twin-cam and planned a

lightweight aluminum-bodied coupé specifically aimed at racing. Unfortunately, in the end only a handful of cars were raced. Production numbers are a little hazy but estimates vary from 60 built to around 120. The majority of bodies were Zagato and this is by far the prettiest car.

My example is, unusually, in silver grey; and the Zagato body is fantastic with the trademark double-bubble roof and beautiful proportions, styled by Zagato's Ercole Spada. It has disc brakes and independent suspension, a delightful twin-cam engine and weighs about 800kg; it could be my Italian Lotus Elan.

The OSCA is as close as I have come to owning a Maserati car, although back in 1962, when I was 16 years old, my father bought me a non-running 50cc 1957 Maserati motorbike for £10. I rebuilt the engine and proceeded to ride/crash the bike until I was 18, when I progressed to a car. The Maserati 50 I now have hanging on my workshop wall cost me considerably more than £10!

Gordon Murray is one of the most innovative automotive designers of his generation. He designed GP-winning F1 cars for Brabham and McLaren and the McLaren F1 road car

Gordon's OSCA 1600GT has a Zagato body with distinctive 'double bubble' roof



Photo: Bonhams

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John Fitzpatrick



I remember Ronnie Peterson as a terrific teammate on track – and a hilarious high-speed chauffeur. My father probably didn't agree, mind

Watching the Italian Grand Prix from Monza in September reminded me of the tragic accident in 1978 that took Ronnie Peterson's life. In 1976 Ronnie and I were driving for BMW in the WEC in the fabulous 3.5-litre BMW CSLs. The CSL was always one of my favourite road cars, with predictable handling and that superbly smooth Paul Roche designed straight-six with masses of torque. I hope, one day, to put together a collection of my favourite road cars – and the CSL will be at the top of my list.

I was a great fan of Ronnie – in my opinion the fastest F1 driver at the time – and we had struck up a friendship in the BMW team. I was driving the Hermetite-sponsored car with Tom Walkinshaw, but in the last race at Kyalami in South Africa Tom had a touring car commitment and I was paired with Ronnie.

I was under no illusions about being able to match his times, but he insisted I did the bulk of the practice and qualifying and was more than happy to drive the car with my set-up. Although he was a little taller than me, he said the driving position was to his liking and every time he went out in the car he was careful not to better my times by more than one or two tenths. What a gentleman. He insisted I take the start, but we suffered various problems during the race and didn't finish.

Earlier in the year at the Nürburgring 1000km, Ronnie and I were both driving for BMW, but not together. My father, who rarely attended races, came to the 'Ring with me and brought one of his friends. After practice and qualifying on Saturday, Ronnie suggested we go to Mayen for dinner, to a restaurant he knew. My father and his friend came with us; neither of them had any idea who Ronnie Peterson was. They climbed into the back of the CSL and off we went. Ronnie was a complete

lunatic on the road, as was his great friend Tim Schenken. Tim was also driving at the 'Ring, but for Georg Loos in his Turbo Porsche; he was probably out for a raucous evening with Georg and Toine Hezemans (they'd finished second on race day behind the Schnitzer CSL of Quester and Krebs).

The road to Mayen from the 'Ring winds its way down through the forest with great sweeping, fast corners and Ronnie was in his element. The road was deserted and we probably averaged 100mph with Ronnie driving one-handed with plenty of opposite lock, chatting about the foibles of the racecar at points around the 'Ring.

I loved every minute of it, but when we arrived at the restaurant my father and his friend were very quiet. They had to be helped out of the CSL and had trouble walking in a straight line. When Ronnie nipped out to the loo later, I told them not to worry because he was probably one of the greatest drivers in the world. After a few glasses of Mosel wine they enjoyed the drive back, albeit at unabated speed. Ronnie had only one speed – flat-out.

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.



John Fitzpatrick got to know Ronnie Peterson when they raced BMW CSLs

Photo: autosportsltd.com

weekend WARRIORS

When it comes to buying your next classic, enjoyability and reliability needn't be considered mutually exclusive. This sporting six are tougher than most – and can be found from £1200-£46,000

Words ANDREW NOAKES Photography JONATHAN JACOB







Merc cossets with comfy seats and a comfortably large steering wheel



Seat support doesn't live up to the SL's cornering ability

Dependable so often means dull, but does it have to be that way? Can a classic you can rely on still have the kind of engaging character that makes every mile a pleasure? To find out we've brought together six cars from marques that know how to build them strong: Mercedes-Benz, Volvo, Porsche, Honda, Bristol and Mazda. There are saloons, coupés and sports cars, each one of them with a reputation for reliability, and between them they have something to offer for budgets from under £5000 to over £50,000. Which of them can deliver not just a hassle-free ownership experience but also a thrilling drive on some of Yorkshire's most challenging roads? I can't wait to get behind the wheel of each one to find out.

It's fitting that I start with the **R107-series Mercedes-Benz SL** because it was a car so strong that its nickname, *Der Panzerwagen*, likened it to a military tank. I can feel that solidity in the weight of the driver's door as I swing it open, and in the cabin I'm surrounded by quality materials that feel like they will last forever. Clever design plays a major part in this cockpit, too: the straightforward relationship of seat, wheel and pedals delivers a driving position that couldn't be better. But there are details that could be improved - in typical Merc style the steering wheel is bigger than I'd like, the seats are comfortable but could offer more lateral support, and the single column stalk is overloaded with functions.

At its launch in 1971 the R107 was exclusively powered by V8 engines, but a twin-cam 2.8-litre six was added in 1974 in response to the oil crisis. Bigger V8s followed in 1980, and there were more revisions in 1982, by which time everyone was expecting the 107 to make way for a new car. But Mercedes was busy with other work, and the 107 was still selling, so there was a stay of execution and another round of improvements in 1985. The old twin-cam six was swapped for a lighter, higher-compression 3.0-litre single-cam for the car here, the 300SL. The smooth six delivers a lusty 185bhp and will keep up with all but the last of the V8s, though it needs to be worked harder than the bigger units with their lazy torque delivery.

That's no hardship because of the responsive automatic transmission, controlled by a classic Mercedes selector with a serpentine gate. There's a pleasantly cultured snarl that emanates from the tailpipes when the six is wound up to its 6200rpm redline. Push on like that and at first you wonder if the chassis has what it takes to keep up. Accelerate hard and the softly-sprung SL squats down over its rear axle; twirl the big wheel and it leans away from the corner apex. But the Mercedes hangs on, the supple springs soaking up imperfections in the road before they can trouble the SL's composure. The R107 pulls off the neat trick of being comfy and cossetting when you want it to be, but with plenty of pace and tidy road manners when you want to get a move on. That it can do it all while still offering effortlessly glamorous style that turns heads nearly half a century after it was drawn just adds to its appeal.

Unless you're dead set on a particular engine - some people simply must have a V8 - the best advice is to buy an R107 based

SL is still turns heads half a century after it was designed – and will no doubt continue to for another 50 years



'It pulls off the neat trick of being comfy and cossetting, but with plenty of pace and tidy road manners'

on condition and mileage rather than worry too much about the motor. All the SL variants provide performance brisk enough to avoid embarrassment in modern traffic and all the engines are tough, well-engineered units with good availability of parts. The biggest bugbear with SLs is rust: water collects in the heater plenum chamber at the back of the engine bay when the drain tubes get blocked up, rotting the front bulkhead. Wet footwell carpets and steamed-up windows are often the result, but the plenum cover must be removed to inspect underneath for a proper check. Rust can also attack the rear wheelarches, floor and sills, and the tray into which the soft-top folds. Hard tops – supplied with all SLs when new – also rust and can suffer damage during handling because they're heavy. Leather interiors are the most sought-after but the MB-Tex vinyl wears well and the check Sport Cloth is the most comfortable. With over 237,000 SLs made there's plenty of choice. Prices range from £5000 or less for high-mileage cars needing work to over £100,000 for exceptional low-mileage 500s.

Owning an R129 Mercedes-Benz SL



Says Mercedes SL owner Sam Bailey, 'My father worked for Mercedes so I grew up on them, and now run SL Shop (theslshop.com).

'The SLs are so very usable. Every day – not a problem. Check the fluids and hot foot to Tuscany – easy. They are so well made, dependable and the style is timeless. There is very little difference in servicing costs between the six-cylinder engines and the V8 units – two more spark plugs and a little more oil.

'Beyond that though, a tired high-mileage V8 will need some attention to the intake and injection system before a straight six will, costing around £400. Rust in the heater plenum/bulkhead is a killer, with restoration costs around £2000 to £5000 dependent on the extent of the rust.

'Even cars that appear rust-free are likely to be affected. Some items of trim are no longer available and while many parts are available from Mercedes the quality is not always as good as the original parts from back in the day.'

1986 Mercedes-Benz 300SL

Engine Iron block/alloy head 2962cc in-line six cylinder, 12-valve, Bosch KE-Jetronic fuel injection **Power and torque** 185bhp @ 5700rpm; 188lb ft @ 4400rpm

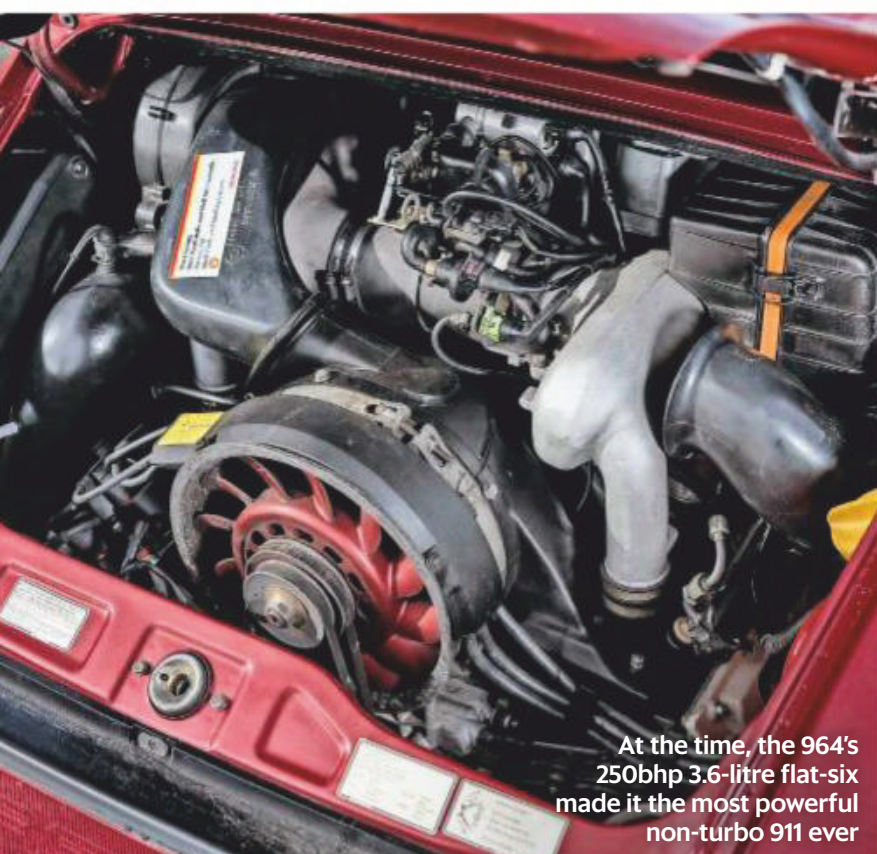
Transmission Four-speed automatic, rear-wheel drive **Steering** Recirculating ball, power assisted **Suspension** Front: independent, double wishbones, coil springs, anti-roll bar. Rear: independent, semi-trailing arms, coil springs, anti-roll bar **Brakes** Servo discs, ABS standard from 1986

Weight 1510kg **Performance** Top speed: 126mph; 0-60mph: 9.5sec

Cost new £24,840 **Classic Cars Price Guide** £8750-£26,000



Idiosyncratic interior has random switch placement and no clutch foot resting place



At the time, the 964's 250bhp 3.6-litre flat-six made it the most powerful non-turbo 911 ever



Like the Mercedes, the **Porsche 911** is an instantly recognisable shape, even though the 964 generation introduced in 1989 had brought the widest-ranging changes ever to the *Neunelfer*. The revised model was said to be 85 per cent new, and though the basic shape was the same as it had been since 1963 there were smoothed-out bumpers, rear lights that were new and bigger, and a pop-up rear spoiler - details that made the 964 look far more modern than its predecessors. The cabin was reworked, though again the innovations were only apparent in the details.

It's a snug cabin with room enough for two and tiny rear seats that are only capable of accommodating young children or a compressed adult. Subsidiary controls are strewn haphazardly across the dashboard, but the orange-needled instruments are clustered tidily behind the steering wheel with the rev counter replete with its 6750rpm red line in the centre. I grab the small, vertical wheel - set very close to the dash and the screen - and find my hands obscure the fuel level and oil temperature gauges, as well as the speedo needle beyond 100mph. The floor-hinged pedals are well spaced but squeezed over towards the centre of the car by the wheelarch intrusion, and there's nowhere to rest my clutch foot when it's not in use. The whole thing is an odd mixture of clarity and chaos.

The same could be said of the 964's handling. At normal speeds it feels glued to the road, the ride firm enough to keep the car level but with enough suppleness to be unaffected by mid-corner

potholes. The 964 responds in a precise, measured way to steering inputs and there's masses of feedback through the steering wheel rim as the front wheels wriggle over and around asperities in the tarmac, despite this being the first 911 provided with power assistance. Yet there's always the uneasy feeling that at some point driver ambition might be over-ruled by the laws of physics as that rear-biased weight distribution takes over and swings the tail around. The new suspension - by coil springs rather than the previous torsion bars - means that's a less likely prospect than in the 911s that preceded it, but even so it makes me drive the 964 with a healthy dose of respect.

It's at its best, its most stable, when braked in good time in a straight line and then powered out of the corners. Part of the 964's newness was a thoroughly revamped engine, expanded to 3.6 litres over the previous 3.2, with new cylinder heads and a heavily modified block. With 250bhp on tap it was the most powerful non-turbo 911 yet made. The motor grumbles away at idle with a seething intent and on the road you're always aware of its presence. Push it hard and the cabin fills with a gloriously purposeful wail that's an inextricable part of the 911 appeal.

Though these are robust cars, there are weak points. Externally the body suffers from stone chips at the front and solid paint colours fade. Superficial rust can form around the front and rear screen apertures and more serious rot can attack the rear suspension pick-up points necessitating long and complex repairs. It's important to look for signs of accident damage repairs such as uneven panel gaps and rippled panels under the front boot carpet.

Coil springs in the 964's rear suspension replaced the old 911s' torsion bars, making snap oversteer less likely



'Push it hard and the cabin fills with a gloriously purposeful wail that's an inextricable part of the 911 appeal'

Check for soggy interior carpets on cabrios and Targas as both can suffer from roof leaks. A cabrio roof can cost £2000 to replace. The engines commonly suffer from oil leaks, but if the leak is bad or accompanied by a misfire a cylinder head stud might have broken. A head rebuild using genuine parts will cost around £7000.

Most cars were manuals, with early ones having dual-mass flywheels which can wear and cost £1000 to replace. Tiptronic automatics are usually trouble-free although the torque converters can fail with noisy consequences. Air conditioning was a rare extra which cost £2000 on a new car and will need £1000 spent on it now unless it has had a recent rebuild. Check windows, mirrors and (if fitted) electric seat adjusters all work, because replacement parts are expensive. Cabrios, Targas and Tiptronic are worth less, starting at around £15,000 for cars that need work. Good coupés start around £50,000 and the best can be over £80,000. Turbos and RS models will be twice as much or more, so the non-turbo Carreras are where the value is.

Owning a Porsche 911 (964)



Porsche 911 owner Philip Hamson says, 'I wanted a 911 because it's different – it's so odd, so weird; it doesn't suit everybody. I've had it seven years. I used to drive it to work every day and eventually it had little bobbles and excrescences all over it, so I restored

it. I was quoted £100,000 from one place for the body restoration, but I got away with something like £25,000. Four new wings cost £1000 a pop – although I did get 10 per cent off though Porsche Club GB. One inner rear wing was new and the other was repaired, by Auto Body in Leicester.

'The engine was rough when I bought it; I ended up having it rebuilt for £12k. You wouldn't get that now. Gary Hubbard Upholstery let in some new leather to the driver's seat but the rest of the interior is original.

'Porsche's pricing structure is very odd. The bits that everybody makes, it sells at stupid prices – but the bits that only Porsche makes seem to be priced very sensibly.'

1991 Porsche 911 (964) Carrera 2

Engine All-alloy 3600cc flat six cylinder, 12-valve, Bosch DME engine management **Power and torque** 250bhp @ 6100rpm; 229lb ft @ 4800rpm **Transmission** Five-speed manual gearbox, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: independent, struts, coil springs, anti-roll bar. Rear: semi-trailing arms, coil springs, anti-roll bar **Brakes** Discs all round **Weight** 1350kg (2976lb) **Performance** Top speed: 162mph; 0-60mph: 5.7sec **Fuel consumption** 20mpg **Cost new** £41,504 **Classic Cars Price Guide** £22,000-£45,000

The 411 Series 2 is the high-water mark of a company renowned for top-notch engineering



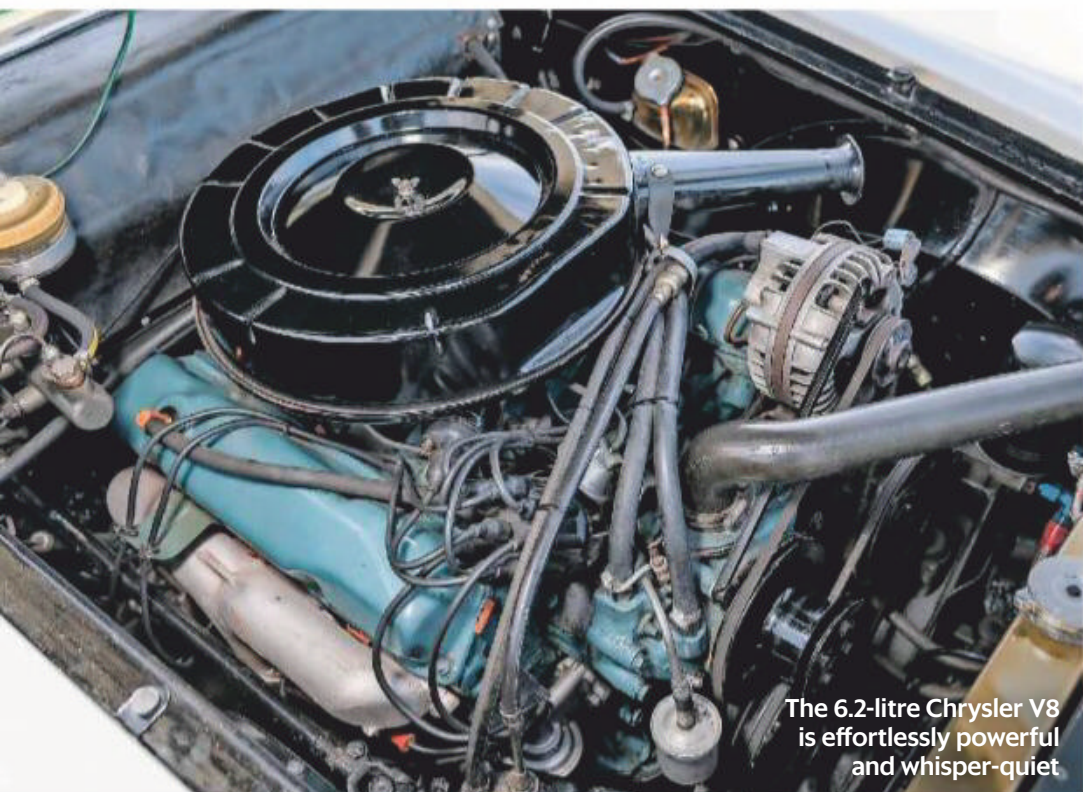
The **Bristol 411** was another product of a company where engineers called the shots. Bristol had its roots in tram cars and then aircraft, and was kept busy with the latter throughout World War Two. As the war drew to a close Bristol looked to diversify, and car making seemed a good option. The company acquired the rights to BMW's well-regarded pre-war cars and its 2.0-litre six-cylinder engine, together with the services of engineer Fritz Fiedler. The motor was a strange one, with opposed overhead valves operated by pushrods - one set conventionally, and the other set by an arrangement of rockers and short secondary pushrods. It reached its development zenith in 1960, then Bristol adopted a 5.2-litre V8 supplied by Chrysler of Canada, giving the 407 of 1961 substantially improved performance. A restyle for the 408, followed by detail improvements in the 409 and 410, led to the 411 of 1969 with a new 6.2-litre engine and even more power. This car is a 1971 Series 2, the last version before a four-lamp front-end restyle and the introduction of lower-compression engines. Many Bristol buffs see it as the high watermark of the marque.

The engine's creamy smoothness is apparent as soon as you pull away, and all it takes to unleash the V8's potential is a firm push on the accelerator pedal. The white needle on the Smiths rev counter flicks upwards as the Torqueflite transmission slurs down to intermediate, then the nose lifts and the Bristol surges forwards, but still with barely a murmur from the big-block motor up ahead.

It's as quiet as a contemporary Rolls-Royce, but far more composed and capable when the road turns twisty. Roll is well controlled for a big machine of this era, and there's useful feedback at the compact, narrow-rimmed wheel to give you confidence to push harder. The twin-servo brakes feel strong and tireless. Thanks to the power of the engine and the fine chassis, the Bristol hustles along give-and-take roads far faster than its statuesque appearance suggests it should, though its sheer size means it ultimately feels more at home on gently sweeping A-roads which it can eat up with ease.

The Bristol's performance and the manner in which it's delivered would be enticing enough, but it's a car that has plenty more to offer. The cabin has acres of supple, gently patinated black leather, complemented by a dashboard faced in honey-coloured walnut veneer. There's a logical layout - as you would expect from a company with its roots in aircraft engineering - with the heater controls in the centre and seven gauges grouped into a pod and carefully arranged so that none is obscured by the wheel rim. The airy cabin has plenty of space up front and while rear passengers have a job to get aboard past the folded-forward front seats, once ensconced in the rear they find there's plenty of room for them too.

Bristols were built to the highest standards but there is potential for trouble - and especially for hidden hazards - in the chassis and body. The steel box-section chassis can rust in the sills, outriggers and suspension mounting points. The body panels are aluminium but mounted on a steel frame, and if water becomes trapped between the two, galvanic corrosion is likely. This won't be visible until the outer panels are removed, and restoration will be as



The 6.2-litre Chrysler V8 is effortlessly powerful and whisper-quiet



Dash is designed with aero-engineering logic; leather and walnut are sumptuous

'Roll is well controlled for a big machine of this era, and there's useful feedback to give you confidence to push harder'

eye-wateringly expensive as any other hand-built body, so when buying, inspection by an expert is essential to avoid nasty surprises.

Interior work is also likely to be expensive because the materials are all top-notch, but virtually everything is hand-made so at least individual parts can be removed and restored relatively simply. Make sure that the interior is complete - sourcing replacement parts is likely to be difficult and costly. The fusebox and battery are in the front-wing compartment on the right (driver's) side, so if the water seal fails electrical problems can result. Brakes and suspension rarely give trouble, but these are heavy cars so wear is inevitable. The Chrysler engines are long-lasting, good for 200,000 miles or more between rebuilds, and they are largely trouble-free if well maintained, as are the Torqueflite transmissions. Despite the rarity of these cars there is an enthusiastic club and there is plenty of support from the manufacturer itself for its older cars. Running cars are rarely seen below £50,000 and concours examples sell for £100,000 or more. Even at that price, it's a lot of class for the money.

Owning a Bristol 411



David Billington explains why he became the owner of a Bristol 411, 'My father worked for the Bristol Aeroplane company at Accrington in the war and worked on the early Bristol cars, so I was brainwashed into Bristols - I always wanted one.

'I like 403s, but I decided I wanted a V8 engine. This car had done 80,000 miles when I got it and the odometer currently reads 137,000. I built a garage and put a full pit in it, so that I could scrape every bit of underseal off the car. It took months - I'm very patient. My uncle's a coachpainter and he taught me how to paint properly.

'The only rot on it was in the wheelarches, which I repaired. I've never had the heads off. I've recored the radiator, changed the timing gears, and I change the oil and plugs myself. Some paint has flaked at times and I've had bits patched. I think I've spent £10,000 on it since I got it 30 years ago. It's been relatively trouble free.'

1971 Bristol 411 Series 2

Engine All-iron 6277cc V8, 16-valve, Carter four-barrel carburettor

Power and torque 335bhp @ 5200rpm; 425lb ft @ 3400rpm

Transmission Three-speed automatic gearbox, rear-wheel drive

Steering Recirculating ball, power assisted

Suspension Front: independent, double wishbones, coil springs, anti-roll bar. Rear:

live axle, torsion bars, Watt link, torque reaction rod, self-levelling

Brakes Servo discs all round **Weight** 1676kg (3695lb) **Performance**

Top speed: 143mph; 0-60mph: 7sec **Fuel consumption** 15mpg

Cost new £6997 **Classic Cars Price Guide** £16,000-£46,000



Six cars that will take on every adventure
you throw at them, and get you home



The aluminium-bodied, mid-engined NSX is a much less highly-strung than the Italian exotica it was built to rival



Although the **Honda NSX** is a very different car, from a different era, it shares a good deal of the Bristol's ethos. Like the older car it was designed to offer plenty of pace, it is packed with quality engineering and its intelligent design makes it no more difficult to drive or own than a Civic. The aluminium alloy structure was a first on a volume-production car and it's clothed in a dramatic, cab-forward shape with a long rear deck and huge wing which make a compelling statement of Honda's intent. This was the Japanese company's answer to exotica like the Ferrari 328 and Lamborghini Jalpa. Honda aimed to beat the Italians at their own game, offering all the thrills of the established junior supercars but with a painless ownership experience thrown in for good measure.

Hidden in the black pillar at the back of the door, just above the waistline, is a fingertip-operated latch for the wide, frameless door. It opens onto a black interior which has grippy-looking sports seats, but nothing much else of note. It's all nicely put together but the materials don't look very special, and the steering wheel could have come from the Accord my dad ran in the Eighties. But the driving position is good and the view out is superb, framed at the front by the humps of the wings and with plenty of vision to the rear, which is unusual for a mid-engined car. The clutch is light and the alloy-knobbed gearlever slots easily into first. At sensible speeds the NSX turns out to be as easy to drive as that Accord.

Yet there are signs that it has more to come. The 8000rpm redline on the tacho is one indication, the ominous burble from the non-standard straight-through exhaust on this car another. The steering is unassisted, and as the speed builds it faithfully transmits messages back from the front tyres. The NSX is easy to place on the road and it corners flat and fast; as the road opens out, the V6's mid-range snarl turns into an F1-style wail that builds and builds as the revs climb. The 3.0-litre V6 pulls strongly all the way, the torque curve bolstered by variable valve timing and lift electronic control (VTEC) and a variable-volume intake (VVIS) and not reaching peak torque until 6500rpm with peak power just 800rpm further on.

It's then that the NSX starts to make sense. Thoughts of the cabin being humdrum and the engine having two cylinders too few evaporate as I start to understand what an effective driving tool this is. Famously Ayrton Senna contributed to its development, and Honda also called upon the services of Japan's first full-time F1 driver Satoru Nakajima and multiple IndyCar champion Bobby Rahal. It worked; the steering is precise and communicative, and the NSX feels compact and balanced. The engine is responsive and flexible without being so strong that it becomes an embarrassment, though the open exhaust on this car certainly attracts plenty of attention. The NSX is a modern classic that would work as everyday transport, but point it at these empty and enticingly twisty Yorkshire moors roads and it delivers driving thrills aplenty.

Suspension bushes and ball joints can suffer from hard use, and to replace the lower front ball joint you need an entire upright at a cost in excess of £1000. The engines can sometimes suffer from



Uninspiring cabin
belies the thrills to be
had behind the wheel



The 3.0-litre V6 thrives
on revs – it flies when
you push it past 7000rpm

'The NSX would work as everyday transport, but on twisty Yorkshire moors roads it delivers driving thrills aplenty'

top-end oil leaks and should have the timing belt, camshaft pulley and water pump changed every seven years or 70,000 miles - a £2000 job. Check the coolant expansion tank and hoses for cracks and wear. Noise from the gearbox when in neutral with the clutch engaged can be a failing input shaft bearing. Early gearboxes can fail because of a broken countershaft bearing snap ring, but most will have been sorted by now. A clutch change is an engine-out job costing around £2000. Check for signs of accident repair and evidence that any work has been done by an expert, because refinishing the aluminium body has to be done properly to avoid future problems. Headlights are expensive on both the early cars with pop-up units and December 2001-on examples with fixed lights. High-mileage cars and the less-fancied autos and targas start around £30,000, with good manual cars around £50,000. NSXs from 1997 with the 3.2-litre engine and six-speed gearbox can go for £100,000 or more. The prices of all cars, particularly low-mileage manuals, have increased rapidly in recent years.

Owning a Honda NSX



Owner Tom Haywood describes why he loves owning his Honda NSX, 'I'm a massive Honda fan. I bought it in July 2018 after I'd been looking for about eight months, trying to find one. This car is a high miler and it was at a realistic price, so I went for it. It had an ABS fault which turned out to be just a sensor.

'Oil filters are shared with other Hondas, and the wheels aren't too big so a mid-range tyre is only £50. It had a crack in the expansion tank, a common problem, but Honda still make those - they're about £120. It's really simple to drop the engine on these, then you can change the clutch or completely strip the engine. Honda really did think ahead to the mechanics working on the car.

'The quality of the drive in the NSX is on another level - you can tell that Honda decided to build something special when they created it. The quality of the build is amazing - they've gone that extra mile with everything.'

1991 Honda NSX

Engine All-alloy 2977cc V6, 24-valve, Honda PGM-Fi engine management **Power and torque** 270bhp @ 7300rpm; 210lb ft @ 6300rpm **Transmission** Five-speed manual gearbox, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, double wishbones, coil springs, anti-roll bar. Rear: independent, double wishbones, coil springs, anti-roll bar **Brakes** Discs all round **Weight** 1365kg (3009lb) **Performance** Top speed: 168mph; 0-60mph: 5.7sec **Fuel consumption** 20mpg **Cost new** £52,000 **Classic Cars Price Guide** £21,000-£40,000

The MX-5's design reflects the kind of driving sensations it provides – they're both pure and simple



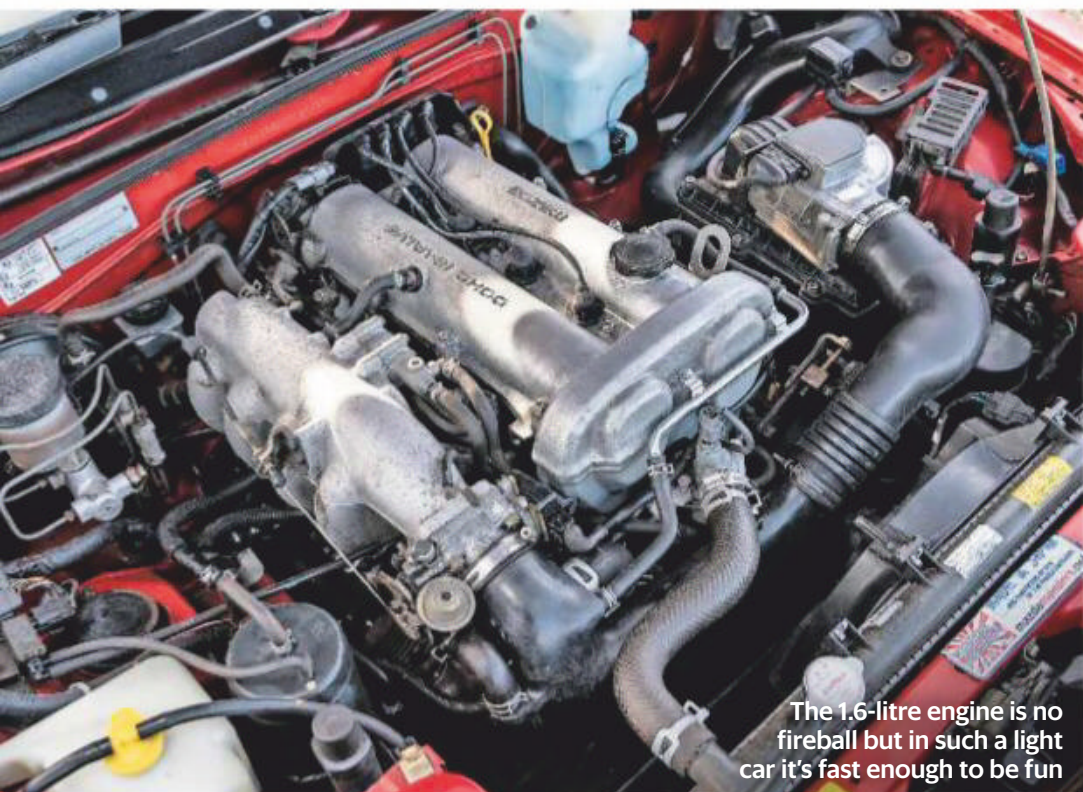
The **Mazda MX-5** is a perennial bargain. It revitalised the market for affordable sports cars which had been in limbo for years following proposals to ban open roadsters from the US market. Thankfully, that never happened, and the MX-5 arrived in 1989 after being conceived by Mazda's Bob Hall in the US in the early Eighties, when rear-drive two-seat roadsters were thin on the ground. Design teams in Tokyo and Irvine, California, produced competing concepts with the American design making it to production. Inspired by the Lotus Elan it was in truth a quite different kind of car – bigger and heavier, much more robustly constructed, safer and easier to live with. But it was also great fun to drive, and so it remains 30 years on.

Settling into David Gange's 1991 car, I notice that the shapely seats have been retrimmed in leather, which some dealers did in period in response to customer demand to add a touch of class to the cabin. It looks good, though I think there's something to be said for the warmth of the original cloth. But the cockpit remains a snug place with just enough space for two and no more, and it's all the better for being beautifully simple. Clear white-on-black instruments sit in a binnacle on top of the fascia behind a leather-rimmed Momo three-spoke steering wheel. Little force is required at the wheel rim and that's matched by the rest of the controls, making the MX-5 as easy to drive as any Japanese supermini. Power-assisted steering was common, but not universal on the MX-5 MkI, and it helps

when parking while doing little to hinder the flow of feedback on the move. The helm is precise and direct, and I can flick the little Mazda into bends with barely any effort. Tiny tyres – 185/60 x 14s on 5.5in rims – mean grip levels are never very high, so the MX-5 can be steered on the throttle where the situation allows. Weight distribution is virtually 50:50 with driver aboard, contributing to the innate balance that makes the Mazda such a joy to drive. It doesn't have the scalpel-like sharpness to its handling that characterises an Elan or a Toyota MR2, say, but it has a poise that makes tackling a switchback both simple and rewarding.

Extracting the most from the engine takes a bit more work, using the five-speed gearbox with its light, short-throw lever to keep it spinning hard. With 114bhp propelling just over a tonne, the MX-5 is never going to be lightning quick in a straight line – but it's fast enough to be fun. More power was available through Brodie Britain Racing, which offered a turbo kit, and from 1994 the MX-5 gained a more powerful (128bhp) 1.8-litre engine, a longer final drive, bigger front discs and additional body stiffening, but some enthusiasts prefer the earlier cars. Many ex-Japanese market Eunos Roadsters have been imported – they are virtually identical to MX-5s, but often have air con and a metric odometer. Automatic transmission was a rare option in Japan and the US but not available in the UK.

The engines are reliable and will usually last beyond 100,000 miles if well maintained, though the earliest cars are known for crankshaft wear. Minor oil leaks from the cam cover are common. Clutches last well unless abused and gearchanging problems are usually down to a failing slave cylinder which is easily fixed. Springs



The 1.6-litre engine is no fireball but in such a light car it's fast enough to be fun



No luxuries here, just a basic cabin – but this car's all about fun, not frills

'Weight distribution is virtually 50:50, contributing to the innate balance that makes the Mazda such a joy to drive'

can corrode and crack, but generally the light overall weight of the MX-5 gives the running gear little trouble. Only the last MkI cars were offered with ABS. Windows can stick in their runners, but cleaning and lubrication are all the remedy that is required. The convertible roof lasts well, though seals can deteriorate over time and the windscreen header rail clips can wear. It's important to raise and lower the roof when checking a potential purchase to ensure all the parts are present and work correctly. Rust can attack the wheelarches, sills, floor and A-pillar bases. It's important to ensure drain holes in the body and doors are kept clear to avoid rot.

Project cars can be had for £1000 and even the best MkI MX-5s rarely sell for much beyond £5000, so they're still very affordable. Though 400,000 of the first generation were built before it was replaced by the MkII in 1998, completely standard cars are becoming scarce. Owner David Gange says the lively MX-5 community is one of the highlights of owning the car, with a thriving owner's club and Facebook groups like the 'Bunch of Fives'.

Owning a Mazda MX-5



David Gange, owner of a Mazda MX-5, explains why he wouldn't be without it, 'It's a lifeboat car – if my main car is in for servicing and I need something to go to work I can jump in the garage and I know it'll always start on a turn of the key. It never lets me down.

The previous owner spent £4000 on it, but it's not cost me a lot. I've never had a problem with it – all I've done is basic, routine servicing in four years.

'I don't do a lot of work on it myself, but there's a lot of help available online, like the Mazdamenders (mazdamenders.net) all round the country and you can nip round for advice or they'll help you get it sorted out. Mazda dealers are too expensive.

'Parts are not a problem to get hold of, in fact they're in abundance. I like it as it left the factory, or close to it – I was even toying with the idea of removing the leather seats. It's good, affordable fun.'

1991 Mazda MX-5

Engine All-alloy 1598cc in-line four cylinder, 16-valve, dohc, Bosch L-Jetronic fuel injection **Power and torque** 114bhp @ 6500rpm; 100lb ft @ 5500rpm **Transmission** Five-speed manual gearbox, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: independent, double wishbones, coil springs, anti-roll bar. Rear: independent, double wishbones, coil springs, anti-roll bar **Brakes** Discs all round **Weight** 970kg (2138lb) **Performance** Top speed: 117mph; 0-60mph: 8.5sec **Fuel consumption** 31mpg **Cost new** £14,249 **Classic Cars Price Guide** £1200-£4000



Handy tachometer under dash is a period accessory; cool strip speedometer is standard



Short gearing gives lively acceleration



Our last car, the **Volvo 122S Amazon**, might look the most staid of the bunch, but it offers wonderfully evocative styling by Volvo's long-serving chief designer Jan Wilsgaard. A step on from the upright PV series, it took its inspiration from the American cars of the early Fifties. Inside there's more American influence, with chrome details on the fascia and a fantastic strip speedometer with a bright red 'worm' that grows from left to right to indicate speed. The gearlever is a long, chrome wand which disappears into the floor near the bulkhead, so gearchanges are best made in a deliberate, unhurried fashion.

Despite that, the Amazon has a fair turn of speed for a saloon car of its day. It's not as heavy as you might imagine - of these six cars only the little Mazda is lighter - so it gathers speed at a reasonable rate, with a willing thrum emanating from the four-pot motor under the bonnet. Acceleration is aided by short gearing, which results in fussy cruising. Owner Malcolm Crosher, like many other Amazon drivers, has swapped in an overdrive gearbox to reduce engine revs on motorway trips. He's also added electric power steering which kicks in at low speed to reduce parking effort, making it easy to take advantage of the Amazon's excellent steering lock.

Most cars of the period made do with drum front brakes, but the Amazon has discs, and where rivals had live axles and leaf springs for their rear suspension, the Volvo has a much more modern arrangement of coil springs, radius arms and a transverse Panhard

rod to give very positive location. As a result it tackles these twisty Yorkshire lanes with aplomb, always feeling like it's in control and never worried too much by the odd bump or pothole in the middle of a bend. It's easy to see why these cars earned a reputation as good rally cars, in an era when solidity, stability and crew comfort were more important than outright speed.

Amazons resist rust better than many contemporaries. Bonnet and boot lids are rarely affected and rotting outer front wings or front panel can easily be replaced. At the front rust can attack the inner front wings, battery box, radiator crossmember and engine cradle. The front chassis rails are susceptible, as are the sills and the crossmember between the two. The main chassis rail from the front bulkhead backwards can be subject to significant corrosion, as can the rear end of the chassis, rear wheelarches, spare wheel well and boot floor. Doors rust at the bottom but repair panels can be welded in. On estates the tailgate can rust, with no repair panels available, and rust can also affect the bottom edge of the rear side window. Brightwork is no longer available for early cars. Bumpers can be expensive so replating the originals is a good option. Interiors last well, but trim can be hard to source secondhand. Watch for problems with the window winders caused by corrosion or breakage. Engines are good for 150,000 miles or more but worn camshafts can cause tapping noises and valve guide wear leads to oil consumption and smoke. Spares for the early B16 engine can be hard to find but later B18 and B20 engines are better served. Gearboxes rarely give trouble. Cars in good condition start around £2500 and the best can reach £5000 or more. The rare 123GT, with

Amazon's style was influenced by Fifties American excess, but it doesn't have the excessive weight. Only the MX-5 is lighter



'It tackles these twisty Yorkshire lanes with aplomb, always feeling like it's in control'

the two-door body and 1800S-spec twin-carb engine, is the most sought-after and most valuable - but fairly easy to fake, so beware.

Picking a winner is difficult because these are such different cars with a wide range of values. The Volvo and Mazda are terrific fun, in very different ways, and won't cost the earth. The Bristol has effortless class, the Honda and Mercedes feel special yet are practical enough to use most of the year. If I were going to take one home it would be the Porsche: it has faults and idiosyncrasies, but so much character. Whichever you choose it'll be anything but dull.

Thanks to: Dylan Paddison, Sam Bailey at SL Shop (theslshop.com), David Taylor of the Bristol Owners Club (boc.net), Michael Barton, Chris Simpson, Iain Fleming and Keith Coutts at the Mazda MX-5 Owners Club (mx5oc.co.uk), Graham Horgan at Plans Performance (plansperformance.com), Amazon Cars (amazoncars.co.uk), Robert Whitton at Phoenix Classic Restorations (phoenix-classic-restorations.co.uk), Graham Ford, Porsche Club GB (porscheclubgb.com), Giles Brown at the Mercedes-Benz Club (mercedes-benz-club.co.uk)

Owning a Volvo Amazon



Malcolm Crosher is a long-term Volvo Amazon owner, 'I've had it 35 years. When I got it there were holes in the front wings you could put your fist through, the back wings were starting to go and there was half an inch of mud in the driver's footwell. Apart from that, the rest of it was pretty solid.

'The first time I drained the oil, only two and half pints came out - there was an inch of crud in the sump and I ended up rebuilding the engine. I added an overdrive gearbox and Amazon Cars' fast road suspension - slightly lowered, Bilstein dampers and negative camber on the front end. The only time it went wrong, it turned out to be a fuel pump valve. I rebuilt it and it's run ever since.

'It had a bare-metal respray and repairs four years ago which cost just shy of £7000. I change the oil and adjust the brakes myself. It's just so simple to work on - you can almost climb in to do work on the engine.'

1965 Volvo 122S Amazon

Engine All-iron 1782cc in-line four cylinder, ohv, eight-valve, two SU HIF carburettors **Power and torque** 96bhp @ 5600rpm, 106lbft @ 3500rpm **Transmission** Four-speed manual gearbox, rear-wheel drive **Steering** Recirculating ball **Suspension** Front: independent, double wishbones, coil springs, anti-roll bar. Rear: live axle, coil springs, radius arms and Panhard rod **Brakes** Servo discs front, drums rear **Weight** 1090kg (2403lb) **Performance** Top speed: 92mph; 0-60mph: 14sec **Fuel consumption** 28mpg **Cost new** £1214 **Classic Cars Price Guide** £800-£11,250

'Parts that could not stand the extreme loads were re-made'

Engineering-in reliability requires an intense testing regime, as **veteran Porsche test driver Dieter Röscheisen** explains

Dieter Röscheisen was a Porsche engineer and test driver for more than 40 years, beginning in 1976. 'From the very beginning, our goal at Porsche was to build great and reliable cars that thrilled the customer,' he says. 'It has always been like this. Compared to other automobile companies, we were a small family company, with short decision-making paths. We had excellent and decisive bosses, so we could quickly implement everything.'

Engineering that reliability into the cars began before they were ever built. 'All new components were tested on different test rigs,' says Röscheisen. 'Then the parts were installed in various prototypes and tested in the vehicle. Very important for us were two endurance tests, which each new development had to go through and survive without damage.' The first, carried out at Porsche's own Weissach test track, was 3750 miles (6000km) on a washboard surface which could quickly simulate 75,000 miles (120,000km) of real-world driving.

'It's extremely hard not only for the vehicles but also for the drivers,' Röscheisen says. 'The drivers changed every hour and every 1000km there was a general check, where the body and all other components were inspected for damage and cracks. Parts that could not stand the extreme load were reworked, re-made and re-tested in the next endurance test.'

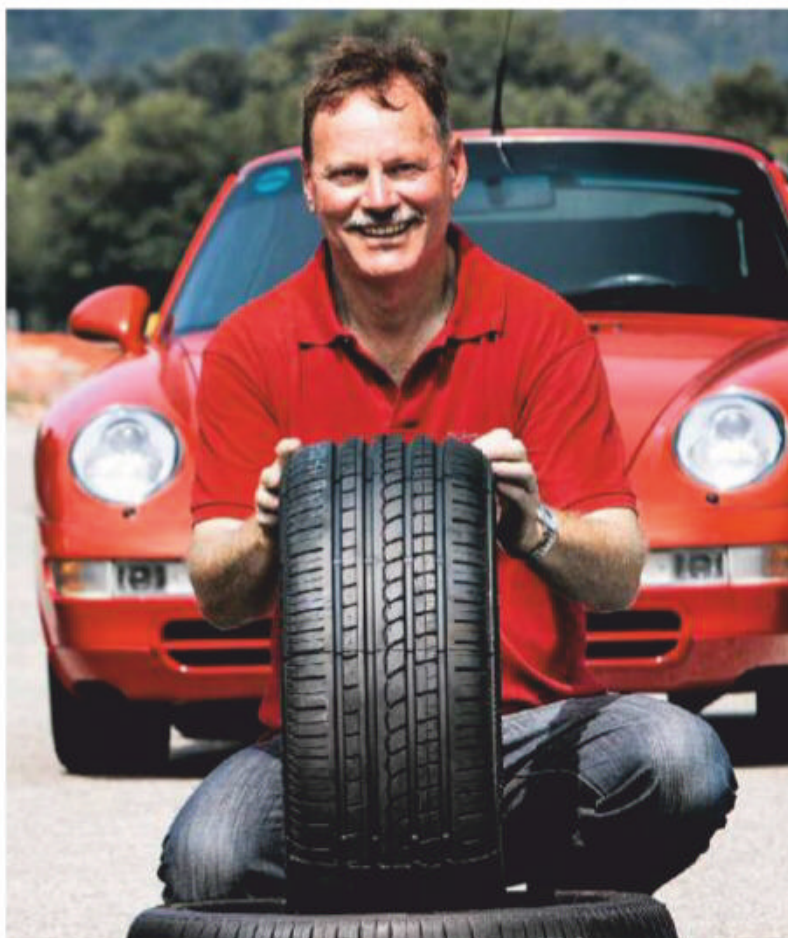
If a prototype survived that it would go on to an 80,000km (50,000 mile) test on public roads around Stuttgart. 'We worked three shifts - the morning on country roads, the afternoon in

city traffic and the night shift on fast roads. For chassis and tyre tests we went to the Nürburgring Nordschleife, while high-speed testing, lane change tests and brake tests were done at Nardo in Italy or Ehra-Lessien in Germany. For wet-road handling tests we went to Continental's Contidrom track near Hanover,

Dunlop's track at Wittlich near the Luxembourg border or Goodyear's at Mireval in France. Steep hills were needed for brake tests, so we took prototypes to the Grossglockner in Austria, the Stelvio pass in Italy and Mont Ventoux in France. We carried out heat and dust testing in Algeria, the USA and Canada, while control systems and ABS were tested in sub-zero temperatures at Arjeplog in Sweden. We tested snow tyres at Turrach in Austria.

'In the case of a good test driver, driving on the limit must be absolutely secondary, so that he can concentrate fully on the driving behaviour and the various components,' says Röscheisen. 'A technical education is also very important. Only if one understands the technology, can one give the constructors the correct feedback.'

Despite their miraculous car control abilities, racing drivers often don't make great test drivers, he says. 'They are used to always looking at the stopwatch, so anything that is fast, they will find it good. It does not matter if breakaway is abrupt - a good racer gets along with it. The main thing is the lap time is fast. For a road car, lap times matter less than progressive handling. Here it is important that breakaway must be gentle and announced to the driver in good time. Only then will the normal driver cope and enjoy driving. The car has to be easy for every driver to drive and control.'





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FRIENDS REUNITED

Only a handful of Lotus MkVllls were made before the wild concept was tamed. Today we drive the example bought new by racer Dick Steed – then test the MkIX he replaced it with

Words IVAN OSTROFF Photography JONATHAN FLEETWOOD



Driving an old competition car provides a brief insight into a racing driver's life; a window into a small segment of their career. The opportunity I have today submerges me a little deeper into an epoch when bravery and skill met resourceful, progressive engineering. Not only will I be driving the Lotus MkVIII bought by Dick Steed to campaign the 1954 season, but also the Lotus MkIX he upgraded to for 1955. That's two seasons of Steed's racing life effectively condensed into one memorable day, and I'll be experiencing his step-change of chosen thoroughbred along the way. I'll also come to find out that the pair shares far more than a previous owner, a manufacturer and some red bodywork flourishes.

Painted in its dramatic scheme of silver with a scarlet stripe, the MkVIII before me is one of six survivors of nine made; it's so rare it could reasonably be considered an interim model between the MkVI and the later streamlined Lotus sport-racers. Commonly fitted with an MG TD engine, the model dominated 1500cc championships, but Steed wanted to race his new car in the international 1100cc class, so had a 1098cc Coventry Climax FWA engine installed, coupled to an MG TC gearbox. This was only the third Climax FWA - originally conceived as a portable water pump - to be used in a sports racing car, and the first to appear in a Lotus. Quite a milestone, then.

'In the Fifties the MkVIII must have looked like something from outer space'

As I swing my leg over the VIII's tapered fuselage, it occurs to me that if Frank Costin's aerodynamically informed design is striking today, in the Fifties it must have looked like something from outer space, all be-finned, spatted and cowled-over.

From my perspective sat claustrophobically low in the partially covered cabin, the interior looks pretty basic. There's no wood or leather to be found on the steering wheel, just a plain sprung Bakelite-rimmed Brooklands wheel straight out of the Fifties. Through one of its upper voids is a big tachometer that dominates the dashboard; the other is occupied by smaller gauges for oil pressure and water temperature. The Godiva engine has already been warmed up ready for me, so I twist the key, listen for the fuel pump and then press the starter. Once the engine catches and roars into urgent life, I prod the throttle and listen to the air being gulped through the twin sidedraught SU carburettors.

Starting off, I quickly learn to respect the violence of the mechanical clutch. It is either in or out; there's no window of slip. Owner Malcolm Ricketts has instructed me that to select first gear from standstill, the knack is to push the clutch down, pull the lever back into second, then push cleanly forward into first.

Equipped with this knowledge I attempt a swift but smooth take off. There is no pussyfooting around with this car. I select first gear, give it enough throttle to keep a steady 2000rpm on the tachometer and then bring my foot up smartly. Launch is clean but brutal.

On racing rubber it is difficult to access the full performance of the car until the tyres warm up. The skinny rears spin; I pull back into second and the rear end gradually stops snaking as I push forward and across into third, at which point the car finally straightens up. On every approach to the redline a high-pitched



Thin-rimmed wheel allows the driver to feel the VIII's communication nuances



Steed was the first to install a Coventry Climax into a Lotus sports racer

metallic rasp emanates from the side-exit exhaust on the far left-hand side, protruding through its own portal in the bodywork and snarling and banging unapologetically on the overrun.

I'm barely protected by the token Perspex windscreen and the sense of the lithe bodywork slipping through the air is palpable, while those sculpted fins stretching out for ever behind me make the VIII feel remarkably stable at high speeds. In typical Lotus fashion I can instantly sense the dynamics of the car and what it is doing as I go into the corners. The car's restorer, David Abbot, has set it up to feel well-planted with a slight bias towards understeer at the limit, and it handles amazingly. Although it has a 70-year-old steering box rather than a rack-and-pinion arrangement, I can sense no lack of precision through the big wheel, even at circuit speeds. The MG TC gearbox, with synchromesh on second, third, and fourth, is easy to use and not at all slow.

Nevertheless, I instinctively double-declutch on a car of this era, and the pedals are perfectly placed for heel-and-toe downshifts, which are not only kinder to the drivetrain but also help prevent the rear wheels locking up. Add to the fact that through a helmet you often cannot hear precisely, it ensures that I'm not chipping the gearbox and don't risk buzzing the engine.

The MkVIII's striking rear fins make it instantly identifiable amongst its sports-racing siblings



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MAKING PROGRESS

Based around the corner from the original Lotus works in Hornsey, north London, the Progress Chassis Company was the supplier of Lotus's separate tubular steel chassis from 1953 to 1963. During this time Progress built most Lotus production chassis, with prototypes

and pre-production chassis typically devised and fabricated in-house.

Progress constructed early cars from steel tubing with oxy-acetylene welded joints. With steel in short supply, scrap was used for frame brackets; the original MkVI jig was built from a cast iron bedstead with the springs removed for access.

When chassis were completed, two employees picked them up and walked with them from the Progress workshop in Ribblesdale Road to the Lotus works in Tottenham Lane.

Before work started on the MkVIII, Frank Costin asked Progress partner David Kelsey to make a 1:8 scale model for aerodynamic testing. Kelsey's model resembled a Jaguar C-type, complete with rubber wheels, miniature leather seats, gearlever, transmission tunnel and steering wheel. In the absence of a wind tunnel, Costin tested it by shooting jets of compressed air at tufts of wool attached to the bodywork. Crude calculations made, he took a hacksaw to it, lopping bits off then reshaping them in Plasticine.

When Progress was contracted to build the production MkVIII chassis – essentially a MkVI structure with outriggers for the all-encompassing

bodywork – Kelsey soon realised that the bedstead jig was no longer viable. Trams had recently stopped running through Hornsey, so he bought up a load of old tram lines, burnt the old road tar away and used them to fabricate a new jig.

Said Kelsey in Jabby Crombach's book *Colin Chapman – The Man and his Cars*, 'Wheelarches and body frame tubes were bent – usually by me, in a hole in an old railway sleeper, inch by inch, matching to a full size drawing on brown paper.'

In total the company built more than 1000 chassis units for Lotus, but the early Sixties saw Progress co-founder John Teychenne prioritise the fruit machine business over Lotus work, prompting Chapman to look elsewhere. Unirad and Arch Motors took up the slack until Lotus gradually moved away from tubular frames to steel backbone chassis.



Despite its scything profile, the MkVIII's bodywork was penned without access to a wind tunnel



The steering is light yet communicative – ideal for long distances



Malcolm found the original FWA engine but hasn't fitted it

Were I driving on the open road I'd have difficulty getting the racing Dunlops up to temperature, leading to unpredictable handling and a tendency to wander. However, on a closed test track there is no sense of lost motion; I'm lavished with feedback and know exactly what's happening up front. As the car drifts through the corners the steering feels beautifully accurate. I can encourage it by exaggerating the throttle mid-corner to get the back end to move. Rather than any conscious sense of the steering loading up as I enter a corner, there's a sensory perception through my fingers continually guiding my next move.

Equipped with swing-axle front suspension and a de Dion rear end the ride is firm and flat, but as I begin to lean on it I sense the limited-slip differential pushing the front to track out. After passing through a sharp left-hander in second, I change up into third then give a flick of the wheel just before the road turns right. The Lotus understeers slightly so I use the throttle to get the tail out then hold it in the slide, with the stream of information transmitted through my fingertips being clarified through the base of my seat, which is just inches from the road surface. I do have to be wary of carrying too much speed into tighter turns because the nose wants to plough on. But this is a predictable, beautifully nimble car that exudes a sense of inherent firmness and possesses tenacious roadholding.

When not braking to a halt but checking corner-approach speed, the stopping power of Fifties drums is more than adequate. What

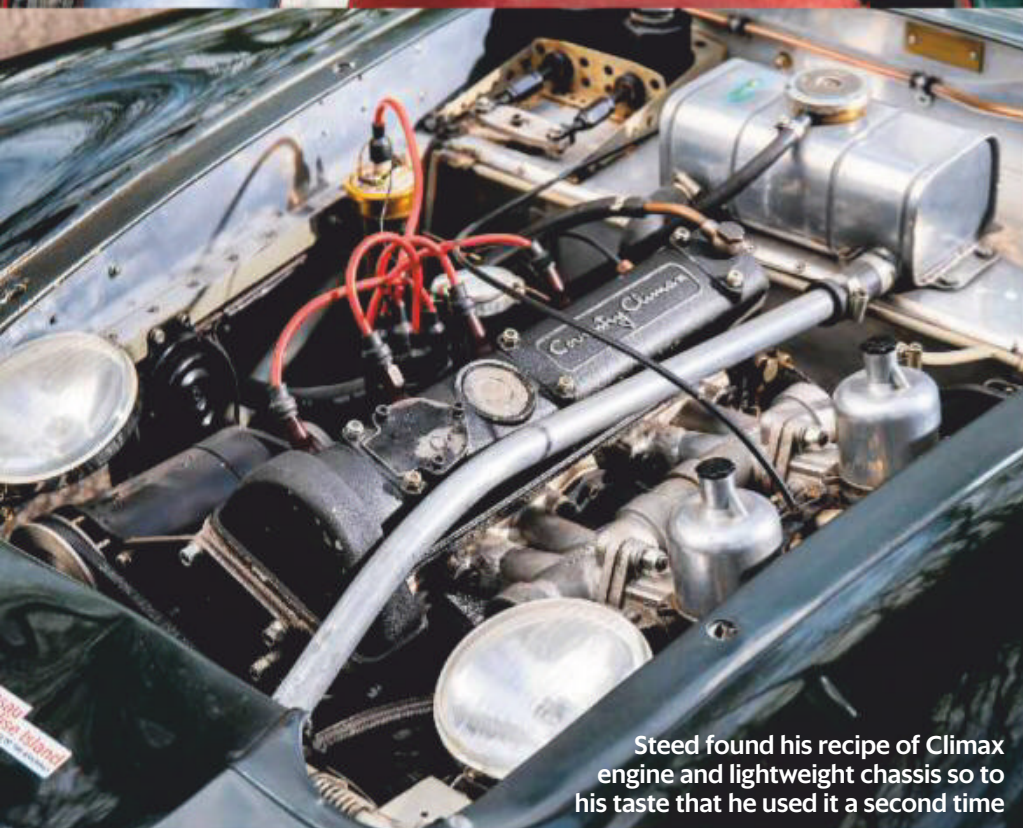
'I'm lavished with feedback and know exactly what's happening up front; the car feels beautifully accurate'

they do not have is that *bite* that we become acclimatised to with modern disc brakes. While the braking is efficient and there's relatively little mass to slow, you have to exercise some strength to shed any significant speed. It's a case of bracing your back against the seat and stamping down for all you're worth.

The MkVIII is quite at home on the track, but on the road the design was soon judged to be far too unwieldy. The long overhangs were a hindrance, exacerbated by the fact that it would only just fit on the trailer that would tow cars behind Chapman's transporter. As a result, Colin Chapman turned once again to Frank Costin and asked him to redesign the car, making it short enough to fit on the trailer without problems. Thus, after just seven Lotus MkVIIs were built, the design was updated; and, as the Lotus MkIX, it was to prove a far more usable motor car both on and off track.



Most of the MarkIX parts come from Steed's MkVIII



Steed found his recipe of Climax engine and lightweight chassis so to his taste that he used it a second time

Steed raced his MkVIII regularly with some success - he finished fourth at Castle Combe in 1954 and was placed at Crystal Palace the following year (although his exact finishing position has been lost over time). But when he learned that the model had been superseded by the MkIX, he went to Progress Chassis and asked co-founder Dave Kelsey if the company would build him a new IX. Kelsey agreed to do so in exchange for Steed's MkVIII body-chassis unit as payment. Everything that could be carried forward - including the Climax engine, MG gearbox and suspension - was changed over from the MkVIII to a brand-new Lotus MkIX chassis that was then registered HUD 139, the number from the MkVIII.

The hardware switch was relatively easy. The first MkVIII - the prototype turned works car raced by Chapman - had been designed by De Havilland engineer Gilbert Mackintosh to be light and stiff, but to fit and extract the engine required the cylinder head to be removed. Realising this was unfeasible for customer cars, Chapman decided production MkVIII's would use a mildly modified version of the more adaptable MkVI chassis. This meant the FWA Climax could be easily swapped over to Steed's new mount.

From behind the wheel the IX does feel very similar to the VIII. The steering and braking sensations are much the same and fitted with similar engines, performance will be very close. Looking at the two cars together it's easy to understand why the early Lotus cars did well, because they were so light and handled so well. However, the biggest difference I noticed on driving the IX is that the MkVIII was more ungainly. At a time when these cars were often run on the public roads to and from race circuits, the VIII's bodywork would have made it relatively cumbersome to manoeuvre. The MkVIII may look like it was just driven across the galaxy by Dan Dare, but the shorter Lotus Mark IX was to prove a far more practical, useable and successful machine.

While Steed was enjoying his newly built MkIX on the road, including driving it to and from various events including the Isle of Man TT - where he finished second in class behind Colin Chapman - in the meantime Dave Kelsey had snaffled a Ford 100E engine and back axle for the ex-Steed MkVIII chassis via Colin Chapman. But this wasn't any old 100E driveline. It had come out of the MkVIII that Jabby Crombac had just used to win the 1100cc championship.





'Six burly friends tilted the body and manhandled it through the house and into the drawing room'

After moving all the ex-Steed MkVIII components to his house in Hornsey, Kelsey recruited six burly friends to help him tilt the body and manhandle it through the house, destroying most of the light switches in the process. They took it into the back garden then back through the French windows into the Kelsey drawing room, where welding equipment awaited.

Kelsey was still missing a few parts such as suspension units, wheels and tyres, but Chapman came to the rescue, charging Kelsey £140 for the lot. After the engine was fitted in the road outside and with the Panhard rod attached, the rear axle moved around alarmingly as Kelsey drove slowly to the Progress workshop to have the Panhard rod fittings welded into place.

Kelsey used the car extensively on the road, even taking his children to and from school in the morning. They would both climb into the passenger side and while one sat on the passenger seat the other would squeeze down on the floor in the footwell. Kelsey also raced the car regularly; although many results have been lost over time, on 30 April 1955 he raced the MkVIII at Ibsley and at the end of the season Kelsey and the MkVIII were only just pipped in the 1172cc Championship by Mike MacDowel. At the end of the year, he sold it on.

Now spool forward to 2004, when the MkIX appeared for sale in France and was bought by lifetime Lotus enthusiast Malcolm Ricketts. He had recognised the car as the ex-Dick Steed machine and subsequently raced it extensively in historics. In addition to driving the MkIX from his home in Hertfordshire to Le Mans twice, Malcolm also finished

second in class in the MkIX at the 2003 Le Mans historic race and won the Historic Grand Prix Cars Association Championship for Drum Brake Sports Cars in 2005.

Suddenly, in 2018, Malcolm Ricketts learned that the very MkVIII that Dave Kelsey had built up from Dick Steed's old MkVIII chassis was for sale. 'I just had to buy it. The car had a 1098cc Coventry Climax, which I knew was not the original unit that Steed ran because that had been lost at some point during the car's active racing career in the Sixties. However, shortly after I had bought the car, a chap approached me at Silverstone and told me that he had the original Climax engine from Steed's MkVIII.

'I checked the serial numbers and he was correct; it was the engine that went from the MkVIII into the IX. When I said I'd buy it he said, "Okay, £5000". I asked if he'd take an offer. He said, "Not a chance. I know why you want it and what you want it for". I knew it was a runner because it was being used in a Ford sprint car, so I paid him.'

Malcolm's Lotus MkIX, still wearing registration HUD 139, is possibly the most recognisable example around, and yet it never emerged from the Lotus works proper; the MkVIII registered 918 EMK was not strictly a product of the Lotus factory either. Nevertheless, both of these wonderful, DNA-sharing machines are correct and accepted by Lotus aficionados as genuine sports racers of the period. Now reunited, their joint histories are totally interwoven and if ever these two cars are sold, I feel that they must remain together.

Thanks to The Historic Lotus Register (historiclotusregister.co.uk)

1954 Lotus MkVIII

Engine Coventry Climax FWA 1098cc flat-four, twin 1.5in SU carburettors **Power and torque** 80bhp @ 6750rpm; **Torque** 65lb ft @ 5000rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Worm and nut **Suspension** Front: split swing axle with coil spring/telescopic dampers. Rear: de Dion axle with coil springs and telescopic dampers **Brakes** Lockheed Alfin drums, inboard at rear **Weight** 521kg (1148lb) **Performance** 0-60mph: 8.5sec; top speed: 128mph **Cost new** £800 (component form, no engine)

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A LORRA LAUGHS

The early Sixties saw celebrities start a craze for sending their laugh-a-minute Minis to a coachbuilder for some luxury personalisation. **Cilla Black's** 1977 car was given a £3000 makeover by Wood & Pickett – and today we're taking it for a drive

Words IVAN OSTROFF Photography JOHNNY FLEETWOOD



When she became a pop star, Priscilla White adopted a new stage moniker that would become a household name – Cilla Black. So it's appropriate that the coachbuilt Mini she took delivery of on 2 May 1977 underwent the very same transformation, leaving the factory white but being repainted black during its immediate Wood & Pickett makeover.

Cilla's new car, a Mini MkIV 1000 Automatic, was ordered on her behalf by her husband and manager Robert Willis. The singer had used a Bentley for the past decade but wanted something less flamboyant to use as a shopping car and to run her young sons around. Today, I'm about to take a re-trimmed seat behind the leather-clad Moto-Lita and drive it.

As I encounter the car for the first time, the lightly smoked windows complement its immaculate black paint and original set of Minilite wheels, now refurbished as part of a recent restoration. There's a 'WP' badge on the bootlid, a period Tex doormirror on the driver's side, and extra security locks fitted on both doors at Cilla's behest. Aluminium sill plates tell me that the car is from 'Wood & Pickett Limited, Abbey Road, Park Royal, NW10', and the car retains the registration plate it wore during Cilla's ownership, VGN 2R.

During this time, many A-listers were driving so-called coachbuilt Minis. The first such example was created for singer Anita Harris by Hooper; she was soon joined by the likes of Peter Sellers, Johnny Speight and all of The Beatles, with whom Cilla was close friends. Around the same time Cilla's car arrived, comedian Ronnie Corbett took delivery of his – a Clubman 1275GT registered VGN 10R. Within the world of coachbuilt Minis this W&P pair are often referred to as the two VirGiNs.

Exterior modifications to Cilla's car included thick-bezel headlights, Minilite alloy wheels and subtle wheelarch flares

I slip into the sumptuous black leather adjustable Recaro seat and make myself comfortable. Recaro didn't make rear seats for the Mini, so Wood and Pickett re-upholstered and re-covered the existing bench to match the chairs up front. They not only look good but are genuinely comfortable, and at 5' 7", I find there's more than enough legroom. Between the front seats is a central glovebox that forms an armrest, fitted with a hinge so it can be folded backwards. The 14-inch leather-rimmed Moto-Lita steering wheel is the original ordered with the car. Weird to think that Our Cilla sat here in this very seat, with her hands on this very wheel.

Set in the bespoke Walnut dash panel, there are two main instruments in front of me, a 120mph speedo on the left and a 7000rpm tachometer on the right. I note the odometer reads just 41,756 miles and that the leather of the upper dashboard rail is double-stitched, giving an extra air of quality normally associated with Aston Martins. I twist the key and the four-cylinder A-series springs into urgent life. With my left foot on the footbrake, I slide the automatic gear selector into D and drive is taken up with a slight jolt.

Acceleration is not exactly inspirational, but that's to be expected from a basic 998cc engine driving through a power-sapping four-speed AP automatic gearbox and torque converter. This example also has the weight of extra soundproofing and all the other additional Wood & Pickett luxuries to deal with. The automatic gearbox feels basic but I can select gears manually by moving the gear selector along its gate. There may not be anything particularly exciting about a standard four-cylinder A series but it's a well-tried unit and this one runs perfectly. After a few miles it occurs to me how comfortable this Mini is to travel in, and how well insulated its occupants are. This is not your typical Mini buzz-box.

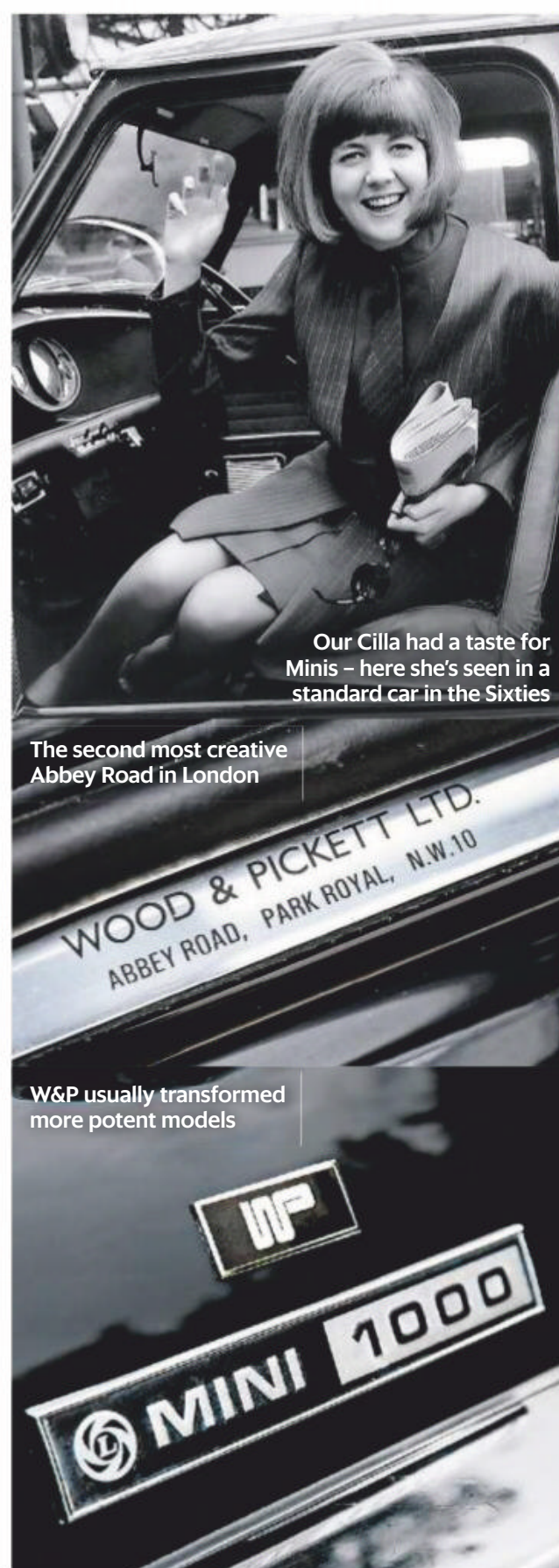
Despite the gearbox, I have immense fun enjoying the handling. On country B-roads, it really comes into its own and I can make progress as quickly as I could ever need. I'm able to freely charge into a corner, lift off, let the back jump out and then plant my foot, although I need to remember that there's not the instantaneous power delivery of a manual 'box to drag it out the other side. However, with the engine right over the front wheels traction is excellent, and once I get the knack of it I realise that I can drop down a cog manually using the gear selector lever. The rack-and-

'I'm able to freely charge
into a corner, lift off, let
the back jump out and
then plant my foot'

pinion steering is a delight, informing me constantly what's going on up front. It's light, delicate and direct with no play. The car corners like a mechanised skateboard.

When Cilla owned the car, it had twin leading-shoe drum brakes with no servo assistance. The Mini's tiny wheels dictate that any drum brakes confined within are going to be small too. Hard driving can leave them struggling so in order to make the car easier to drive in modern traffic, restorer Steve Burkinshaw fitted later 7.5inch Cooper S discs at the front. This endows the car with excellent stopping power, making the most of the relative lack of weight. There is now also a vacuum servo and an appropriately larger master cylinder. This gives plenty of feel through the pedal; they are perfectly balanced and the modern pads bite eagerly.

Wood & Pickett left the suspension in its standard configuration so, combined with the Mini's ultra short 2040mm wheelbase, things get a little Sixties-bouncy when undulations or sleeping policemen



Our Cilla had a taste for Minis – here she's seen in a standard car in the Sixties

The second most creative Abbey Road in London

W&P usually transformed more potent models

Margrave Elite dashboard was a £485 option

are encountered, but it's smooth enough when cruising on kinder surfaces. At 60mph the car is perfectly happily, the engine distantly spinning away at 4000rpm; it will also keep up with the rest of the throng at around 70-75mph but by that point it becomes more buzzy and busy. With a top speed of a little over 80mph this was never going to be a high-speed tourer.

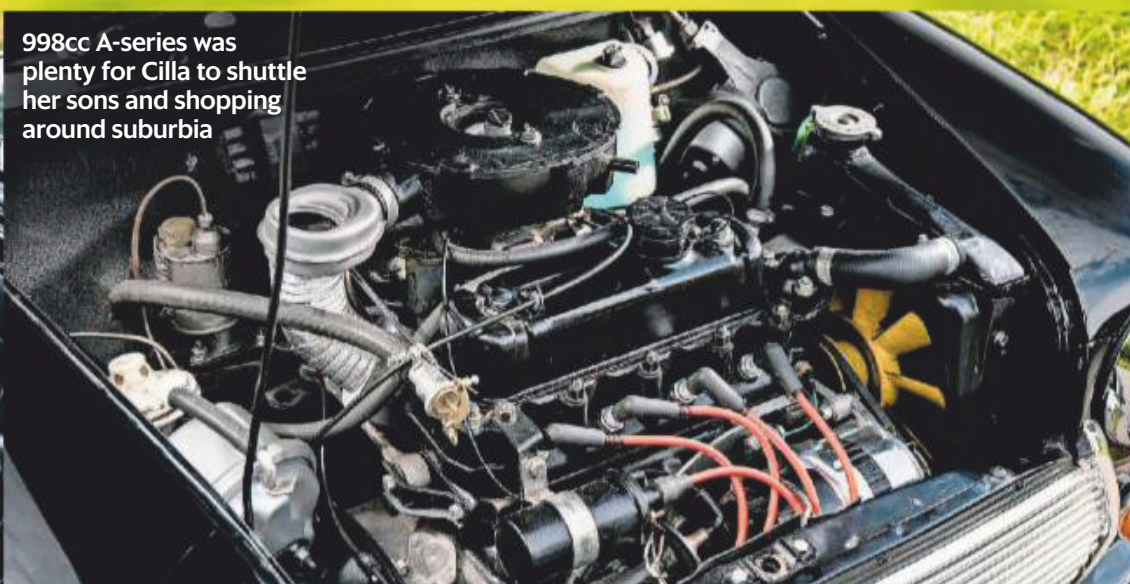
But Cilla had her Bentley T2 for that. She wanted the Mini predominantly for the school run or dashes to the local shops in Denham or Gerrards Cross, where she kept her family home in England. Being small and easy to park as well as simple and relaxing to drive in automatic form, a Mini was ideal – and with the extra comfort of its full leather interior and other various luxurious Wood & Pickett appointments, VGN 2R was obviously the perfect choice.

Wood & Pickett had been founded when William Wood and Lesley Pickett quit their jobs at coachbuilder Hooper & Company to start their own business together in 1947. From humble beginnings working out of Wood's dining room the pair eventually managed to rent premises in Abbey Road – not the Westminster street namechecked by The Beatles, but the stretch in Park Royal from which many other coachbuilders of note operated. Following the

Body seams were left intact by W&P, unlike some of the coachbuilt Minis of the time



998cc A-series was plenty for Cilla to shuttle her sons and shopping around suburbia

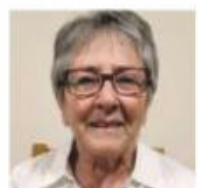


success of Radford's Mini DeVille in 1963, Wood & Pickett decided that should also specialise in luxury uprated Minis and by 1966 had converted its first Mini. In 1967 Eddie Collins, Radford's Irish-born head of marketing, followed the pair's path to join Wood & Pickett. He soon became managing director and was responsible for taking the company into the next era, and with his dynamism, the Mini programme became more adventurous and successful.

Under Collins the company developed its own style, including such features as tinted windows, stylish wheel arch extensions and oblong headlamps. Its dashboards were considered superior to Radford's and the detailing of its leather work was pre-eminent. At the time Cilla's Mini was specced there were more than 100 basic choices on the seven-page options list, beyond which requests for engine swaps and further bespoke work were welcomed. A 'Margrave Elite' interior retrim cost £595; a two-tone respray £425.

The company went on to offer upgrades for the Range Rover, and was called on by BL to help devise the Vogue specification while taking on one-off and low-volume commissions, including one from Harold Radford to customise his Triumph 1300. After a move to a larger premises in Ruislip in 1980, it proposed the Rover

OWNING A COACHBUILT MINI



The current owner of VGN2R is Susan Dalgarno, whose husband Sandy bought the car for her shortly

before the Goodwood Revival just a few months ago. Says Susan, 'My husband Sandy has always loved Minis and actually had a Mini 850 when it was new. He's a mechanic by trade and years ago built a Mini pick-up that he used to race, fitted a 1300cc engine from a Vanden Plas.

'Sandy also has an Outspan Orange Mini as well as one or two normal variants, but this is the first coachbuilt one we've owned. When he spotted it for sale via Classic Car Auctions, we were particularly interested in its provenance and unusual specification.

'Furthermore, the car was sold with a ticket to the Goodwood Revival to be included as a feature in the Mini 60th anniversary celebration, which of course was a wonderful experience.

'Sandy bought it for me to use as an everyday car for the summer time. During the winter months while there is danger of corrosion from the salt on the road, it will be kept in the garage. We had planned to drive the car home to Scotland after we bought it but we were going on holiday soon after the auction so it wasn't possible.

'However, we have now been out in it quite a bit and it drives really well; the restoration has obviously been carried out to a high standard. The interior luxuries combined with the automatic gearbox makes it a really relaxing car to drive.'



'It has all the advantages of the original Mini, but also feels truly special'

SD1 Prestige, two takes on the new Metro - Plus and Laser - and variations of the MGB, Montego and TR7. When William Wood and Lesley Pickett left the company it was still successful with full order books, but because of the economic climate the banks were not prepared to continue financing as before. As a result the company went into receivership and was bought out by Henly's Motor Group in 1986. In 1988 Eddie Collins, the driving force in the company, was unable to get on with the new management and resigned. His leaving effectively brought an end to Wood & Pickett's operations.

Ten years ago, coachbuilt Mini specialist Steve Burkinshaw saw one of these cars for sale and realised that it was either the ex-Cilla Black car or the ex-Corbett car. Steve knew that Ronnie Corbett's car had every conceivable bell and whistle, including electric windows and a sunroof. This one, fairly unusually, had neither, so he deduced it was Cilla's. Having been offered it once before and not bought it, this time he was not going to let it get away. Steve restored VGN 2R over the last three years.

He's keen to point out that as well as Hooper, Wood & Pickett and Radford, there were many other companies offering special-bodied and modified Minis at the time, including Downton, Stewart & Arden and even Broadspeed. 'They were all good in their own particular ways and remind you of a time when you could break out of the mould and do something different,' he says.

But restoring these unique little cars comes with its own set of challenges, as Steve knows only too well. 'The wiring left much to be desired - at first I thought that I'd just need to rewire the dashboard, but it was so bad I ended up fitting a complete new loom. The problem was that when Wood & Pickett added the various electrics and instruments, it compromised the wiring and made the car unreliable. Wiring is quite an intricate job on these coach-built cars because there were so many different electrical options.

'The headlamps fitted to this car in period by Wood & Pickett had a specially wide bezel, and I recognised them as being from an Vanden Plas Princess. The original ones were still with the car but they were getting tatty; luckily I was able to find a new pair.'

The carpets were a luxurious faux fur type of pile. Unfortunately that had long gone off the market so Steve has fitted black Wilton. 'The biggest problem we had to overcome was that the leather required considerable effort to restore without making it look over-restored. I did not want it looking plastic or brand new; it was crucial to maintain the patina.

'The steering wheel was in a shocking state, but I eventually managed to get it thoroughly clean. It took a lot of elbow grease but I got all those years of grime off it and then treated with leather food until it finally came back to looking as it does now.

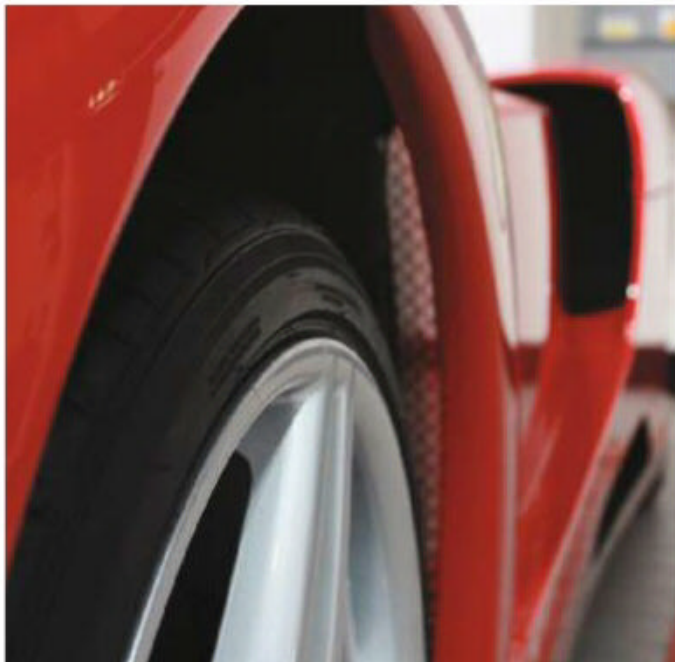
'Originally the car had two large and rather hideous reversing lamps either side of the numberplate, which had since disappeared. I replaced them with a matching reversing lamp and rear fog lamp so the car looks right and is also safer.'

Driving the finished object, I can understand why Cilla would happily leave her Bentley parked up and take her Mini. While it still has all the inimitable advantages of the original car, including dependable handling in the wet or on snow, it's also much more civilised and feels truly special. Cilla might not have requested any more power but it's pleasant to drive, and in today's traffic the automatic gearbox is a boon.

Other road users can't help but react to VGN 2R; the subtle exterior modifications Cilla chose mean the car retains its classless character, and its charm is heightened by the Mini's increasing scarcity on the road. Other drivers wave and perennially let you out at junctions; pedestrians point and smile. They might not be aware of it, but they're looking at a little piece of pop history.

1977 Leyland Mini by Wood & Pickett

Engine Transversely-mounted BMC A-series 998cc straight-four, ohv, single SU 1½ inch carburettor **Power and torque** 39bhp @ 4750rpm; 51lb ft @ 2000rpm **Transmission** AP four-speed automatic, front-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, double wishbones, rubber cones, telescopic dampers. Rear: trailing radius arms, horizontal tubular struts, rubber cones, telescopic dampers **Brakes** Discs front, drums rear **Weight** 617kg (1360lb) **Performance** 0-60mph: 18sec; Top speed: 81mph **Price new** Approx £6300 **CC Price Guide** £1400-£4850 (standard Mini MkIV) **2019 auction sale price** £20,535



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[Epic Restoration]

‘It was in bare metal with everything in boxes. We didn’t have much to strip’

This rare 1956 Ferrari 500TR had been raced, rolled, relieved of its four-cylinder engine then lost for a decade. Reviving it was a daunting prospect – and exacting Ferrari certification only made it harder

Words NIGEL BOOTHMAN Photography JONATHAN FLEETWOOD



It was pretty sad,' says Stuart Castle of Ferrari 500 Testa Rossa chassis O614 MDTR. 'It was in bare metal; the front suspension and steering was on it but the driveline was removed and most components were in boxes.'

Stuart looked after this project during its long stays with Ferrari specialist DK Engineering in Hertfordshire, and built the car back up again as the different elements completed their refurbishment. He looks back in wonder to the starting point. 'When it arrived, the only advantage was we didn't have much to strip!'

This important and exceptionally rare four-cylinder Ferrari had been in the hands of American enthusiast Bruce Lavachek since the Nineties, though restoration took a long time to begin. But begin it finally did, because one of the Ferrari friends Bruce has made over the years is DK's founder, David Cottingham.

'Bruce and I were amongst just a few people who knew chassis O614 MDTR still existed,' says David. 'I wanted to see the car restored, and of course Bruce did too, but other commitments meant that it wasn't straightforward for him. However, he's been collecting old Ferrari parts for years, like me, and we came to an agreement that involved swapping some rare parts for a lot of the labour.'

'David is just so knowledgeable, experienced and dependable that the decision to send O614 MDTR to DK was quite natural,' says Bruce. 'When I trucked O614 to Long Beach, California to be containerized for shipment to UK, I remember clearly the optimism I felt as the container was closed up for shipping. It was like a breath of fresh air!'

A great moment for the owner, but the scale of the task was daunting.

Fame before the fall

This Ferrari 500 Testa Rossa was sold new on the New York Motor Show stand in April 1956, but the happy customer, a keen amateur racer called William Helburn, had no idea it was already entered for a race. After winning at Brynfan Tyddyn with Carroll Shelby at the wheel, O614 was finally delivered to Helburn in August that year - when he promptly turned it over in a race at Watkins Glen. It was repaired and sent to Nassau for the Bahamas Speed Week where he had a successful time, as he did at the Cuban Grand Prix in 1957, co-driving with Olivier Gendebien.

The car changed hands later in 1957 and again in 1958, and in 1959 the engine was sent to Ferrari's New York agent Luigi Chinetti for a rebuild. On seeing the bill, the outraged owner told Chinetti to keep the twin-cam, four-cylinder 500 engine and defiantly installed a Chevrolet V8 in its place. A further season with this powerplant produced nothing but DNFs.

It's a familiar hard-luck tale for American Ferraris in this period. The next owner bought it from a resting place in an alley behind an auto parts store and it passed through a couple more sets of hands, deteriorating because of poor storage. In 1978 Bruce Lavachek heard of the car's existence 'somewhere in Wisconsin' and began making enquiries. It took until 1988 for Bruce to track down the owner and in 1989, an agreement was signed on a farmhouse napkin.

'Over time we agreed on purchase details,' says Bruce, 'and over more time I proceeded to drag the TR home to the Arizona Desert.'

Many years on, the car's arrival and assessment at DK meant it was time to call in another long-time friend and colleague of the Cottinghams, James Smith of RS Panels in Nuneaton. James and his father Bob have been working with DK for 35 or 40 years and have restored these rare

Low point

'The steering box was worn and whatever I tried, it was either too sloppy or so tight it had no self-centring action. After Goodwood, we had new parts made' Stuart Castle





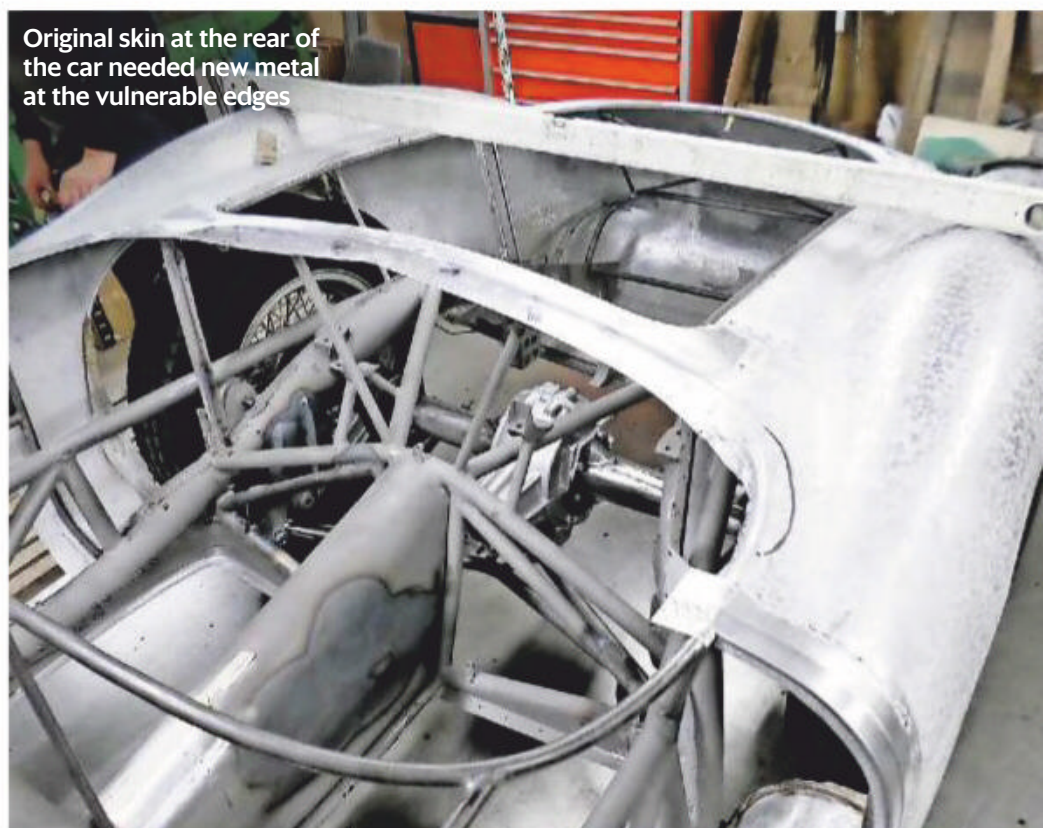
As it arrived – stripped and dented, with war wounds requiring clever attention



Sturdy chassis survived well but some smaller tubes needed help



Discussions and research continued alongside work to the chassis



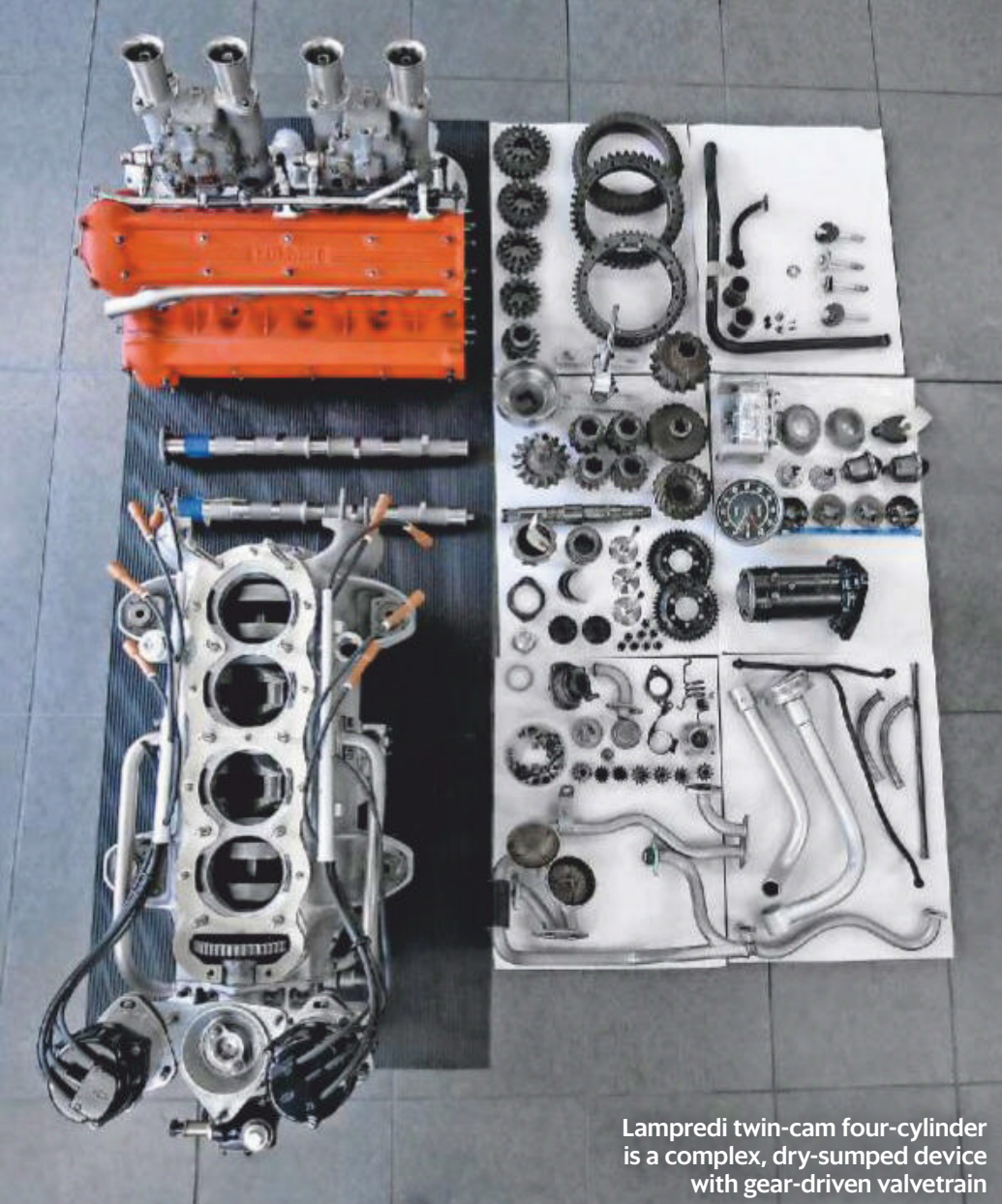
Original skin at the rear of the car needed new metal at the vulnerable edges



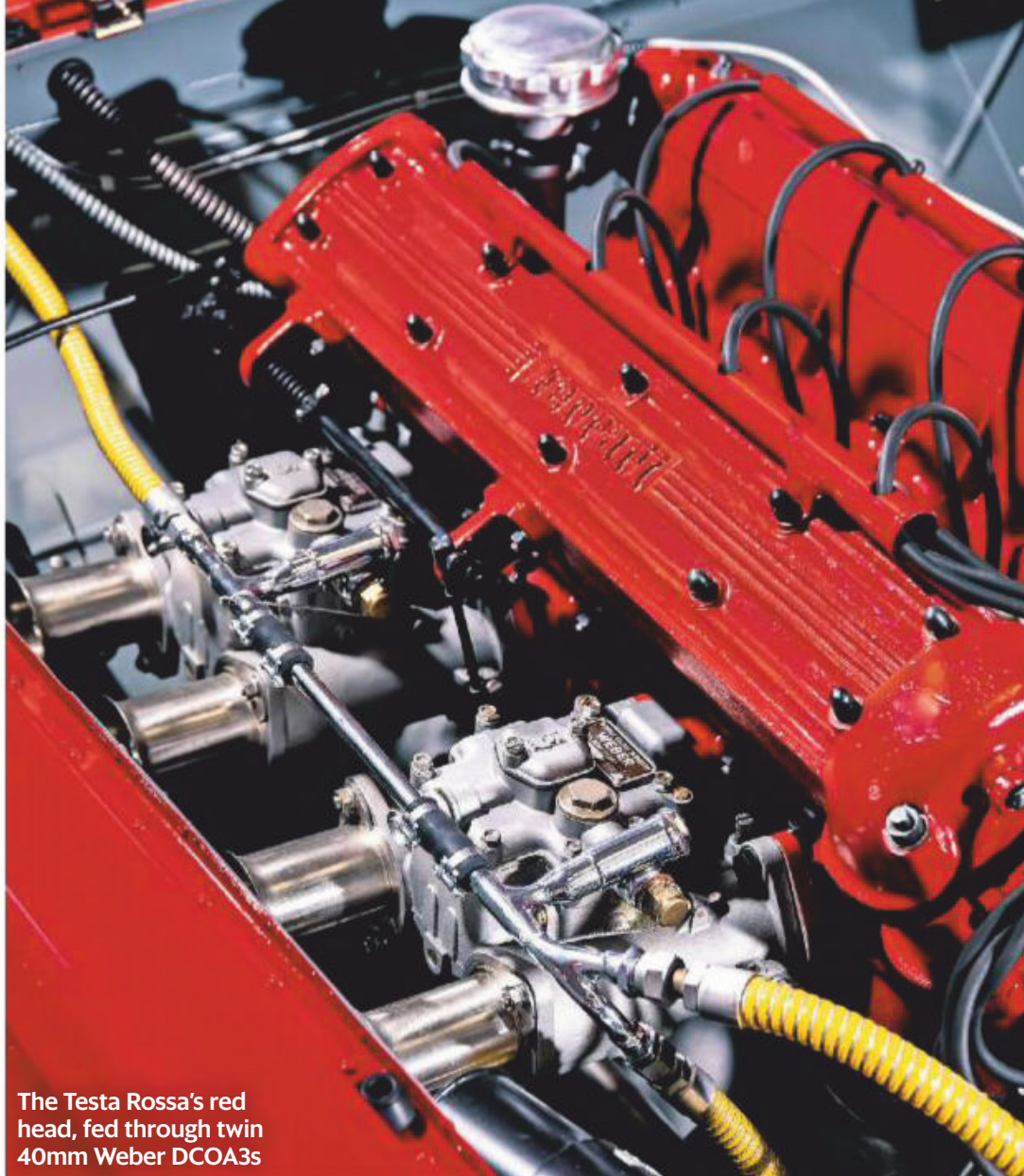
David Cottingham came to know every detail – and just how it should look



Hand-riveted original fuel tank has seams sealed with lead – and it doesn't leak



Lampredi twin-cam four-cylinder is a complex, dry-sumped device with gear-driven valvetrain



The Testa Rossa's red head, fed through twin 40mm Weber DCOA3s



This tool fits over Lampredi cylinder liners to wind them firmly into their threads...



...using these notches visible in the base of each liner



Gauges include fuel pressure but no hint of what's left in the tank



Stuart Castle gets ready to fasten down tank securing straps

four-cylinder Ferrari racers before, actually creating a chassis repair jig for the 500 TR back in the late Eighties. Now, with a tired bodyshell and a chassis modified to take an American V8, they would need not only the jig but also some special techniques to save as much of the original aluminium as possible.

Squaring up

James Smith's team at RS carefully unwrapped the aluminium that held the Testa Rossa's body to the nest of steel tubes beneath. The car has a pair of large oval tubes as its main load-bearing chassis members but uses a supporting frame for the body panels, made of smaller diameter tubes that are built up and welded to the chassis. The aluminium skin in this case had been hand-formed by the craftsmen at Carrozzeria Scaglietti, across the road from Ferrari in Maranello.

James discovered that to keep the weight down - this 180bhp car weighs only 680kg dry - Scaglietti used aluminium just 1mm thick in many areas. No wonder those 65 year-old hammer marks are still visible on some of the inner panels. But this brings problems, of course, because it leaves the body less tolerant to corrosion and especially to repeated re-shaping after racing incidents.

'The front of the car had suffered the most,' says James. 'But even there, the inner panels were largely intact. We put a lot of work into getting the shape of the nose just right.'

David Cottingham is very pleased with the way it turned out and feels it's about the best example of how a new 500 TR would have looked. 'Most of them end up a bit flattened either side of the grille,' he says, running a hand over the contours, 'but this is how it's meant to be. It's a complex shape.'

To help perfect the shapes of both the repair sections and the original body, James Cottingham, David Cottingham, James Smith and a colleague with laser scanning experience visited the motor museum in Turin to carefully examine a highly rated and Ferrari Classiche-certified example of the model.

'Once we'd made a scan it was turned into a CAD drawing and surfaced,' says James Smith. 'The CAD output allowed us to make box-section pieces of a body buck, while the details like door aperture shapes and side vents were machined from a resin board. It gave us a really accurate reference to keep the body shape spot-on as repairs progressed.'

Further back, electrolytic corrosion between steel tubes and aluminium skin had taken its toll and James had to weld in new aluminium edges, for instance in the rear wheel arches, to wrap to the tubes. Easier said than done with almost foil-thin original aluminium.

'The mission was to keep as much as possible,' says James Smith. 'It's about restoration, not replication. It would have been far easier to remake large sections but instead I was able to let in small repairs. I use gas welding where I can, but for the ultra-thin areas I have a special technique with a TIG welder. Using a steel backing-block behind the weld to stop the shielding gas from blowing the weld pool away, I could put tiny tack-welds in to build up strength using very low current, then slowly complete the weld.'

The key to this ticklish process was a foot pedal, says James. Think of the speed control pedal on an electric sewing machine and you'll get the idea - with the current to the TIG torch infinitely variable, James had perfect control over the heat input to the panel.

The chassis was jiggled and found to have survived without any major twisting or deformation. A few of the smaller tubes

required replacement but one of the biggest worries - the modifications that had been made when the Chevrolet V8 was transplanted in - turned out to be a narrow escape.

'All they'd done was welded angle iron across the two front mounts and cut the tops off the two rear mounts, but thankfully they'd left us just about enough to see how they should go,' says James. 'It meant there was never any doubt about the correct height of the engine.'

Four cylinders, not twelve. Easy then?

Ah yes, the engine. The large early-Fifties Ferrari V12 created by Aurelio Lampredi and used in the 340 and 375 models, amongst others, gave rise to further designs. The 500's engine had descended from a four-cylinder F2 engine by Lampredi and has many similar features to his V12s. David Cottingham rebuilt his first Lampredi engine some 40 years ago and describes the challenges with this car.

'Together with Bruce, I set about locating and assembling enough parts to rebuild an original 500TR engine. The engine I located was originally used in chassis 0650.'

This is rather remarkable. Chassis 0650 suffered some engine trouble around 1960 when the owner asked Luigi Chinetti whether he had a spare engine for a 500TR. He did, of course, because he'd just rebuilt one for the owner of chassis 0614 and been told to keep it when he presented the bill. Chassis 0650 still bears that engine to this day, while the engine from 0650 moved around from one owner to another until David Cottingham managed to find it a few years ago. With only 20 Ferrari 500 TRs ever made, original engines are to be treasured.

'With all these Lampredi designs, the cylinder head and block are cast in one piece and the liners screw in from underneath,' says David. 'Getting the old liners out can be very difficult, to the point where you sometimes have to machine them out. This one didn't require that, but we had to be very careful to clean up the area in the cylinder block casting, up near the combustion chamber, where the new liner screws in and seats.'

David describes how they machined one degree of difference between the liner and the seat to give it some bite, 'We did the seat at 45 degrees and the liner at 46 degrees, so the liner's leading edge bites as it's wound into position, creating a really good seal.'

The tool used to screw in a Lampredi cylinder liner is interesting. Picture the casing from a tank shell, cut off about five inches high and with six large tabs at its open end. These fit over the castellated base of each liner and you can then pass a long, strong bar through holes in the side of the tool and wind the liner home with great force.

Considering it's 'just' a 2.0-litre inline-four from the Fifties, there was an immense amount to do. 'The valve train is gear-driven,' says David. 'So are the twin distributors and the dynamo. There's no adjustment in the main gear train, so it all has to be machined just right to Ferrari's specifications.'

The immense, hefty valves were lapped in with the cylinder block inverted and a tool reaching down the bores. The valves were then held in place with new hairpin valve springs, in which the coils lie at 90-degrees to the valve stem rather than curling around them. David hands a spare one over and it is incredibly stiff and strong, as is each of the two super-sized camshafts. Over-engineered, yes, but built with great precision and therefore vital to get right.

MY FAVOURITE TOOL



Brake shoe skimmer

'This device fits over the hub of a 500 TR after you've taken the wheel and the brake drum off,' explains Adrian King. 'Bedding in brake shoes takes time, and you don't have that luxury if the car is due to go out and race, but this gets round that problem.'

'I could fit it to the hub, attach a power drill to the grinding stones and move it slowly around the shoes. Once it's done one pass, you can wind in the bolt that sets the radius - one turn equals one millimetre - and do another pass until you have a good contact patch over as much of both shoes as possible.'

Hitting a moving target

While work to the body and chassis, engine, suspension and steering continued, DK's team had one eye on the demands of the Ferrari Classiche certification process. This is a system that was introduced by Ferrari some years ago to approve individual cars as being correct - not only genuine Ferrari products but also restored or maintained to Maranello's factory specifications.

Certification does not make a good Ferrari better, but a lack of certification might be seen - rightly or wrongly - as a downside to a really historic Ferrari. When the car in question is one of a tiny number of hand-built racing cars produced during continuous detail changes, satisfying Classiche demands can become tricky.

Adrian King took on a lot of the detail work, trying to match what Ferrari expected of this 500TR. The solutions often came down to a matter of opinion, because DK and Ferrari have access to just the same period photos and information.

'One example is the windscreen,' says Adrian. 'Should it be more upright or more raked? Taller or shorter? Because the photos that exist are never truly side-on, and because different screens were probably fitted between sprint and endurance events, it's very hard to say. But we were asked to modify it, which is a heck of a lot of work, moving both the inner and outer panelling around the base of the screen.'

Similar back-and-forth discussions went on with the bonnet bulges and continue to this day with the precise thickness of the anti-roll bars and coil springs. 'We're pretty sure the springs are the originals,' says Adrian. 'They were a bit corroded and pitted and after blasting, the wire diameter measured precisely 11.6mm.

High point

'Taking it to Salon Privé was a once-in-a-lifetime experience. The judges unanimously voted 0614 "Best of Show"'
Bruce Lavachek

Ferrari rejected this, saying that they should be 12mm. We've now had them refinished to meet Classiche's criteria and they measure at exactly 11.99mm - which was accepted.'

When no two cars are identical, what do you do? Go for a majority decision, it seems. 'The fuel rail in the engine bay that feeds those Weber 40 DCOA3 carburettors is made in Regor Salva fuel hose, the yellow hose with the wire coiled around it. But what about the hose between the two carburettors? It turns out almost every certified 500 TR was

different, except for two that had the same rubber section, so that's what we were instructed to use.'

While Adrian's headaches continued, the build-up of the car suddenly acquired a dramatic deadline.

First the finish, then the start

'When it finally came back from the bodyshop, we had just eight weeks to get it ready for the Goodwood Revival,' says Stuart Castle. 'Myself and the two lads working with me agreed to do long days, stay late and work Saturday mornings.'

Even so, this must have looked an impossible task. The car was still in bare aluminium, the engine had run only on a test-bed and the gearbox, built by experienced hand Chris Reynolds from two originals that David Cottingham had collected, had never been tried. Nor had the rebuilt back axle or the 65 year-old steering box. The immense, hand-riveted 120-litre fuel tank was original, and while it appeared sound, it hadn't been filled and shaken about on the road. There was no loom fitted, no seats had been made or trimmed and because the car had arrived almost stripped, Stuart had no frame of reference for reassembly. Or had he?

After its first classic race the TR came back for its proper repaint





Repaired body shell
back on chassis, awaiting
immaculate rebuilt driveline



Paint was weathered
by hand to avoid
being too glitzy



The driver's office is flanked
by four-speed gate and
vertical handbrake lever



Correct contour around
headlamp and grille is a
product of careful research



Scaglietti's shape, perfected once again, is nimble, beautiful and purposeful



Stuart Castle is happy to be just the right (compact) size for the 500TR's cockpit



Passenger's leg space given over to battery, oil tank and fuse board

Says Stuart, 'David's 1957 500TRC lives on site at DK most of the time and it was a massive help being able to refer to that car to see how things should fit.' In some cases, more than a quick peek was required - for example the steering column's top mount was missing and a replica was machined from billet aluminium, a copy of the item on David's car.

'It was far too shiny,' says Stuart. 'I had to weather it by hand.'

With the team of three putting in around 150 hours a week between them, and with RS Panels sending people down to finish off little sanding and filling jobs while the car was assembled around them, it started to look like they might make the start line for that year's Revival. If a few sacrifices were made...

Explains Stuart, 'We got a local paint shop to throw a coat of red paint over it, and we fitted some little race seats from David's AC Ace (also featured in *Classic Cars*' Epic Restoration series back in 2015). Suddenly it was road-legal and I had a chance to test it.'

Just as Stuart was backing out of the workshop, Bruce Lavachek arrived in a taxi from the airport. He was totally unprepared for the sight that greeted him.

Says Bruce, 'It was really a big deal to hear a car revving up as we got out of the taxi and then discovering that it was our finished Testa Rossa. David does the restoration as if it were his own car, and his team treats it the same way. The finished restoration is perfect to the smallest detail, as if the original 0614 is rolling out the Ferrari factory gate for the final road test. But the car does not look over restored.'

David drove to a respectable 13th place behind some V12 opposition in the Lavant Cup before 0614 was repainted to a dazzling standard, treated to some perfect 500TR seats made by DK and trimmed by Rob O'Rourke, and then entered for Salon Privé in 2016. It won its class and then delighted everyone by being announced as Best in Show too. A winner the first time out with Carroll Shelby, and the last time out with Bruce Lavachek and David Cottingham.

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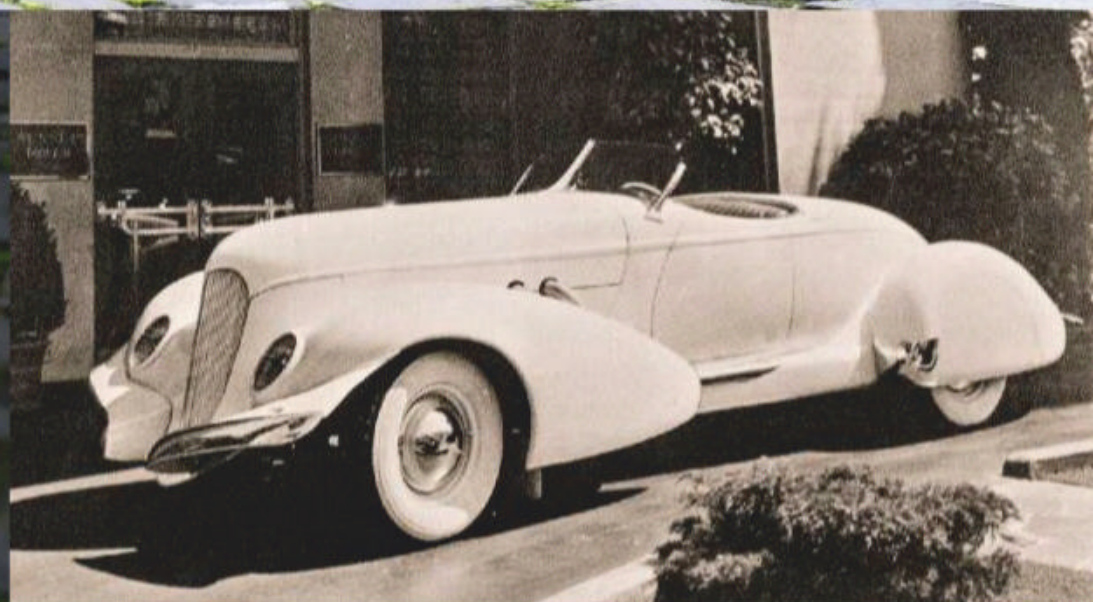


HOLLYWOOD ALISTER



Having experienced everything from tragedy to pioneering greatness, this customised Auburn 851 Speedster's life makes for an incredible story. But it doesn't end there – you could write its next chapter, if you're lucky

Words SAM DAWSON Photography SI GRAY



Looks standard at first glance, but
Bohman & Schwartz's Auburn took each
curve to a more elegant conclusion



Cockpit unexpectedly
utilitarian; controls need a
gentle touch for a smooth drive





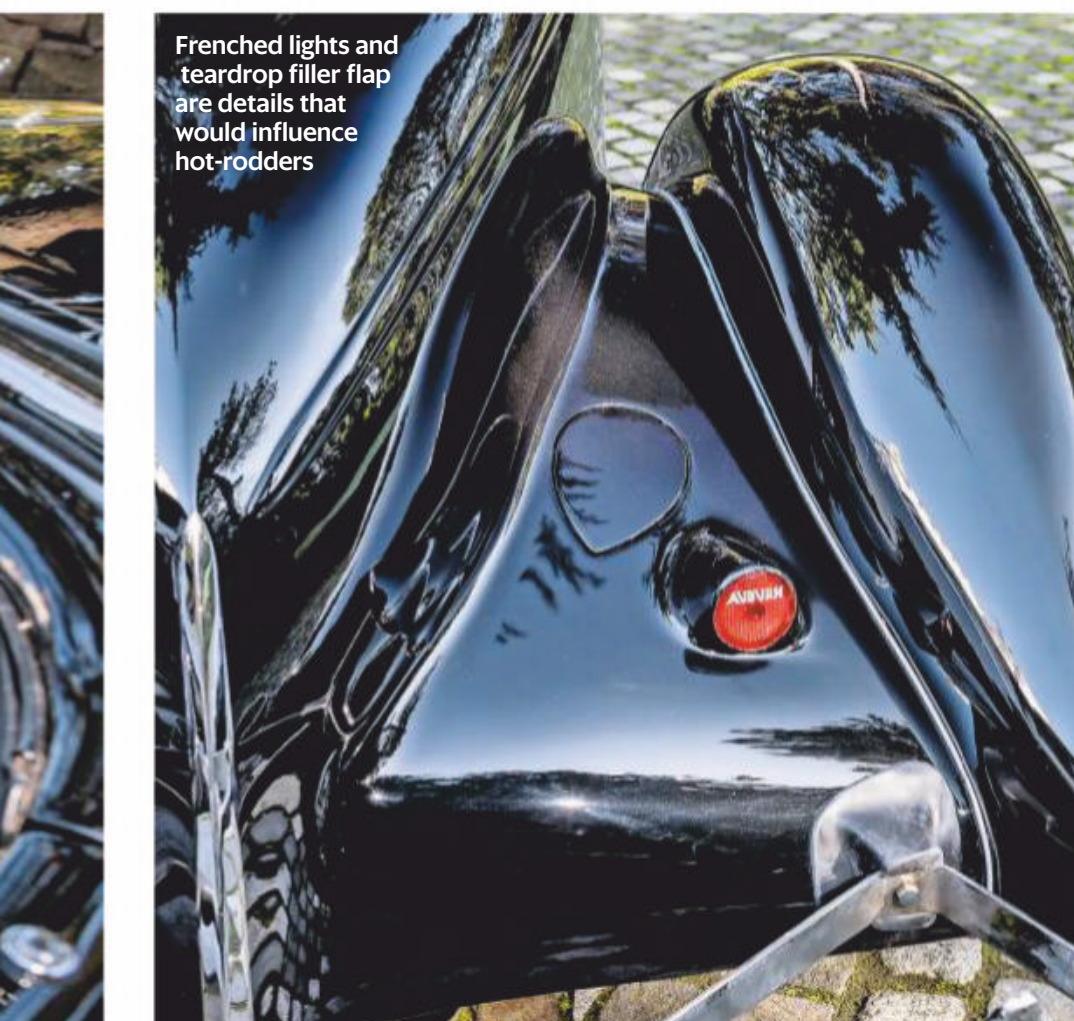
Is it possible to improve on perfection? Obviously the definition of what's perfect lies in the eye of the beholder, but by anyone's measure Gordon Buehrig's Auburn 851 Speedster design must be a high-watermark of the art-deco era. It successfully treads a fine line between the creeping-ivy art-nouveau hangover of the French deco interpretation and the bolder, more Egyptian-influenced American take, avoiding both fiddly intricacy and heavy brashness alike. Everything - grille, wings, tail, headlights, windscreen - swells and tapers with beautifully judged precision. Look at one and it's hard to imagine how any potential alteration could be considered an improvement.

And yet, consider this one. At first glance, unusual Woodlite headlights aside, it's Buehrig business as usual, all raked-back and boat-tailed. Look closer though, perhaps with a photo of a standard-bodied Speedster to hand for comparison, and something altogether more sublime coalesces before you.

Four chromed pipes sprout from the left-hand side of the engine bay and plunge into the inside-edge of the front wing through teardrop-shaped channels. Those wings are longer, carrying an even more pleasing sense of flow back towards the doors. The trailing edges of the bonnet have been reprofiled on each side to mirror the curvaceous leading-edge of the suicide-doors. The clunky-looking external hinges are gone, as is that club door usually sully the flanks of an Auburn Speedster.

But it's at the rear where the differences are most pronounced, albeit subtly. Again, the teardrop-shaped wings are longer, making the standard car's seem dumpy by comparison. But the chrome furniture adorning the rear deck is all gone. The heavy fuel-filler cap has been resited beneath an internally-hinged flap, echoing the shape of the wing it sits upon. The brake lights are no longer standalone items but are smoothed into the bodywork. On the left-hand side, the lamp has two lenses - a red brake light to the rear and a frosted white one above to illuminate the numberplate, with all glass sitting seamlessly flush with the surrounding metal. It's all done so subtly that you'd barely notice unless you study it very carefully, but this car is also a bit wider than a standard 851.

The way this car looks, you could be convinced that this Speedster was Buehrig's first attempt, an early prototype straight from his drawing board before the realities of engineering Auburn's



Frenched lights and teardrop filler flap are details that would influence hot-rodders

'It lived two lives in the Gershwin-soundtracked limelight of Thirties New York and Hollywood'

1934 comeback-car for mass-production - the whole point of the 851 being to produce a glamorous luxury roadster in the aftermath of the Great Depression that was actually relatively cheap to build, thus maximising profits - took all the handbuilt touches off. But the reality is that this car began life like any other production-line 851, only to live two incredible lives in the Gershwin-soundtracked limelight of Thirties New York and Hollywood. And Buehrig had absolutely nothing to do with the way it evolved.

Its early life is mired in tragedy. Its original buyer - as a standard Buehrig-bodied 851 Speedster finished in maroon - was New York banker 'Prince' Alexis Mdivani, bought as part of an infamous post-nuptial spending spree. The urbane, Cambridge-educated Alexis was part of the clan of so-called 'Marrying Mdivanis', a wealthy Georgian family of self-styled pseudo-royals, in reality the children of Georgian military General Zakhari Mdivani, who fled the





Auburn is most at home on wide, fast boulevards – with nothing in your way

country after the Soviet Union annexed it, inveigling themselves with European and American high society and tactically marrying into some of the world's richest families. Initially married to Louise Astor van Alen in 1931, Alexis divorced after just two years in order to marry one of the world's richest women, Woolworth's heiress Barbara Woolworth Hutton, following a somewhat cynically engineered meeting in Spain courtesy of Alexis' sister Roussie. Lavishly wed in June 1933 in St Alexander Nevsky Church in Paris the ersatz Prince suddenly had access to a \$1m dowry provided by company founder Frank Woolworth.

This Auburn was one of the last items to be bought by Alexis Mdivani before the pair divorced in March 1935. He barely had time to drive it – Barbara Woolworth Hutton kept custody of the car as she began the ill-fated and abusive relationship with the Danish Count Haugwitz-Reventlow that would ultimately produce her son – Scarab founder and racing driver Lance Reventlow. That summer, while staying with his siblings in Palamos, Spain, Alexis Mdivani was killed in a road accident behind the wheel of his Rolls-Royce Phantom II – a wedding gift from Barbara.

The troubled, grieving Barbara Woolworth Hutton didn't use the car much, and let it languish. But at some point between 1935 and 1937, Alan Gordon found out about it. Gordon was the proprietor of Gordon Enterprises, large-scale supplier of film cameras, lenses and viewfinders to the Hollywood movie industry, and correspondingly well-connected, a friend of several film stars.

Gordon bought the Auburn as a glamorous way of ferrying film stars around Hollywood; but stunning though the standard coachwork was, the alternative-universe of movie-making demanded something more unique and eye-catching. This was the dawn of the custom-car era, and following a tip from his friend Cary Grant, who'd just starred alongside a customised Buick in *Topper*, Gordon sent the Auburn to the car's coachbuilders, Bohman & Schwartz of Pasadena, California, in late 1937.

Originally making their names on coachbuilt Lincolns at Murphy in the Twenties, Swede Christian Bohman and Austrian Maurice Schwartz aimed their successor firm squarely at the increasingly flamboyant, movie-fuelled West Coast market, bringing with them such pioneering techniques as the lowered rooflines and bold colour schemes that would mark the dawn of US customising and influence the nascent homespun hot-rodding movement.

Gordon's instructions to Bohman & Schwartz resulted in something even more outrageous than the car you see here. The extra width, longer wings, cleaner flanks, reprofiled shutlines, reworked exhaust and supercharger pipes and frenched-in rear

OWNING THE BOHMAN & SCHWARTZ AUBURN SPEEDSTER



'I bought this car on my 28th birthday, in 1989, from Denver, Colorado,' says the Auburn's

long-term owner, Lawrence Cookson. 'I'd been over to buy a Ferrari Testarossa and a Lamborghini Countach – both nearly new at the time. The vendor, Steven Connolly, said the owner selling them had a private museum of very special cars, and invited me to a country club to discuss selling some of them. He offered me a Mercedes-Benz 300SL gullwing, a 1956 Cadillac and this Auburn.

'When I was a kid, I had that book *A History Of The Motor Car*,

and knew immediately from my memories of it not only what it was, but also by its design details that it was a one-off. It was serendipity, really. I had never intended to buy it – my focus was on supercars at the time. And yet it's ended up in my garage for 30 years, such is its appeal. It grows on you.

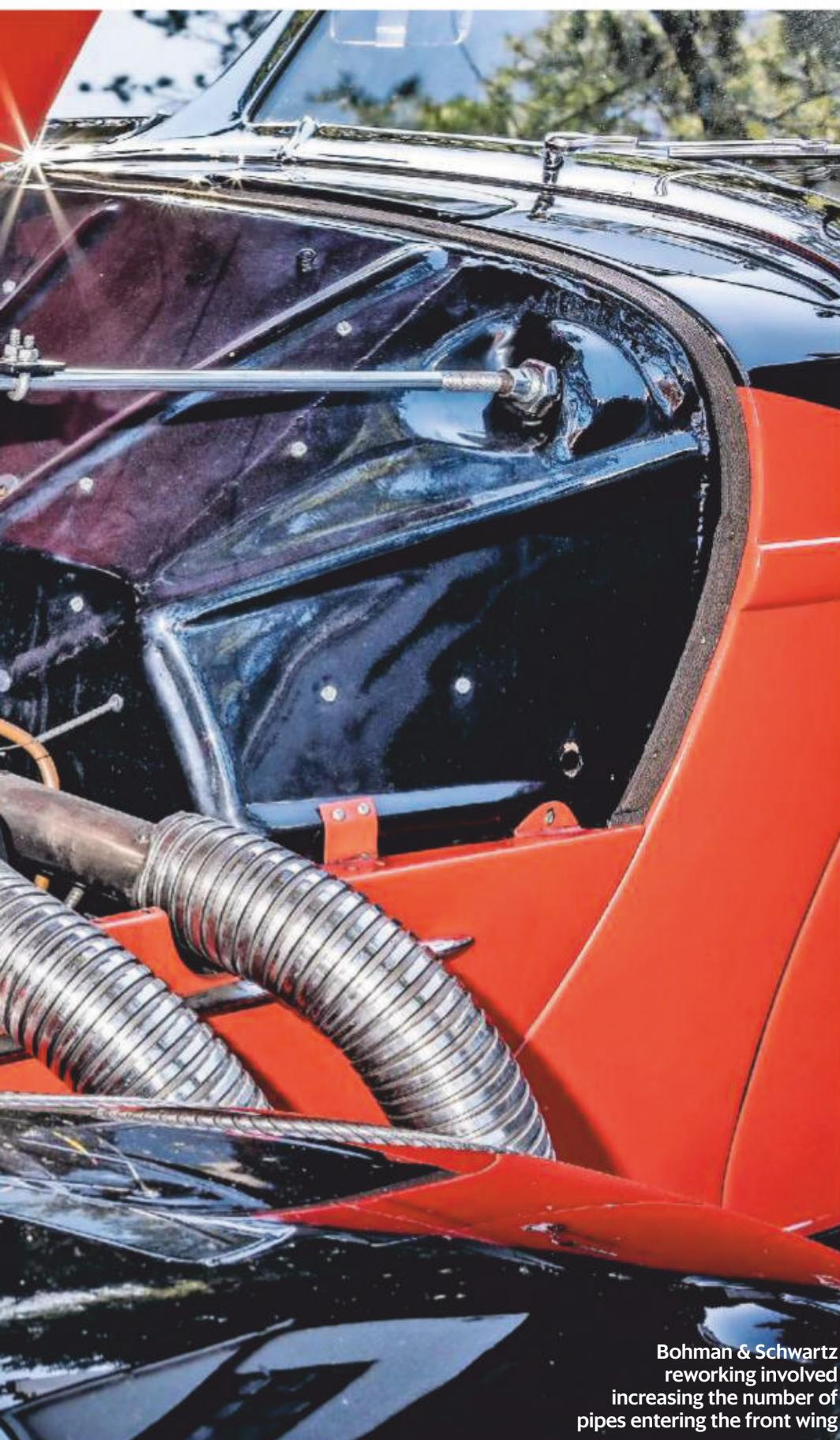
'Seven years ago, it had been left in my garage for quite a while, so I decided to get it restored, with Lamborghini High Wycombe handling the bodywork and Nicholson McLaren – a world-renowned Lycoming specialist – doing the engine. But the interior was untouched. That leather seat is the same one Lana Turner sat on, so it'd be wrong to lose that. It's been reliable too – I've driven it down to Monaco and in the Alps with no problems at all.'



Steering is surprisingly quick and precise for a large Thirties luxury car



Front end was returned to standard by a later owner who found the heart-shaped grille a modification too far



Bohman & Schwartz reworking involved increasing the number of pipes entering the front wing



lights all remain. However, Bohmann & Schwartz's original design also included a rather corny-looking love-heart-shaped radiator grille, flanked by low-set frenched-in headlights.

Those headlights, complete with their Corcoran Brown art-deco glass lenses, still exist with this car and are so rare as to have been valued at £25,000 alone, but the owner who eventually bought the car from Gordon found the heart-grille a modification too far, returning the grille to Buehrig-style standard, and fitted the car with a set of streamlined art-deco Woodlite narrow-beam headlights, and a set of even rarer Woodlite sidelights. A commercial failure, but a classic of streamlined art-deco design, William G Woods' headlight design wasn't just designed to be aerodynamic, but also to prioritise distance of light throw over beam width - something they achieved, but not a factor that impressed the American motoring public at the time.

I'm slightly intimidated as I approach the Speedster for a drive. Everything seems to require an extra layer of thought and care, all connected to its precious, unique nature. Although the concealed door hinges look great, you can't fully open the featherlight aluminium doors or they'll crunch against the bodywork. I clamber aboard, on to a bench seat knowing full well that the likes

'It's a car built for a world
with nothing coming
the other way'

of Lana Turner and Cary Grant contributed to creating the wear in its fragile-looking leather.

The supercharged 4.6-litre Lycoming straight-eight fires on the flip of a metal switch attached to a bright-red steering column that adds an unexpected flash of colour to an otherwise monochromatic cockpit. The deep springing of the seat and plentiful legroom makes the car feel comfortable, but both price tag and dimensions are vast and I'm painfully aware of how much respect this car demands of its driver as I gently slot home dogleg-first gear, trying not to think about how this near-two-tonne behemoth relies upon drum brakes to stop it.

I release the clutch gradually, and don't even think about adding an inch of throttle until it starts to bite. Get it wrong and the Auburn's getaway will be accompanied either with an uncouth roar or an unseemly judder. There's plenty of transmission whine at low speeds but beyond 1500rpm, especially when double-declutched up into second gear, working around the lack of synchromesh, a Bentley-like smoothness reveals itself. The engine note lessens into a torquey thrum overlaid with quietly potent supercharger whine, and the ride on the bumpy roads of leafy mid-Cheshire is impressively damped for a car mounted on leaf springs all-round, with no threat of jiggle or ongoing rebound.

But I feel I have to work with the Auburn to maintain its sense of decorum, imagining Alan Gordon honing his techniques on the throttle, gears and brakes for maximum smoothness ahead of chauffeuring the latest in a cavalcade of Hollywood starlets to a film premiere. The steering is truly impressive for a worm-and-peg set-up in an era before power steering. Although there's a bit of dead-ahead slack and play, there's a smooth action to it when negotiating tight bends; and it's unexpectedly wieldy with fewer than four turns lock-to-lock. In fact, bearing the level of satisfying driver involvement in mind amid the refinement, and with that Ab Jenkins-signed dashboard plaque reminding me that at least once in its life it was taken to 100.1mph, it's safe to say that the Auburn has all the elusive hallmarks of a proper grand tourer.

That said, it's still a car built for a world with nothing coming the other way. Although the drum brakes are good for their era, they're

[Auburn 851 Speedster]

Rare and unusual Woodlite headlights replaced a set of even rarer Corcoran Brown units, now valued at £25k



only just up to the job of stopping such a heavy car, demanding so much thinking time and distance that any traffic caught behind me soon gets frustrated. The bonnet is getting on for the length of an entire supermini, so pulling out of oblique junctions is as tricky in this car - with its uninterrupted all-round visibility - as in a vision-obscuring Lamborghini Countach. I edge the priceless Woodlite-wearing nose almost blindly into the unknown fray of the A537, with its rumbling HGVs and distracted SUV drivers, my left foot trembling on the delicate clutch, anticipating a cacophony of horns and screeching tyres that thankfully never happens.

The narrow cockpit also plays tricks, making me forget how widely the rear wings flare outwards just outside of my peripheral vision. There are no mirrors besides the tiny, vibrating rear-view one, so to avoid snagging the wings I have to remember to look down at them when taking some of the tighter bends round here, bordered as they are by moss-concealed slabs of stone lurking beneath fronds of bracken and pine.

Despite Barbara Hutton and Alexis Mdivani living in New York City at the time this Auburn was ordered, it doesn't feel like it would be comfortable shuffling along the streets of the Big Apple, stuck nose-to-tail with squealing trolleybuses and impatient salesmen in battered Ford Model Bs. It needs an open road to make sense. It's more than just a tool for posturing on Hollywood Boulevard. It's a car for touring the Pacific Highway in; or perhaps spearing across the desert in

search of its top speed, shimmering like a mirage as onlookers in one-horse towns stare at it, convinced the woman in the passenger seat with the headscarf and sunglasses was the same person they saw on the big screen at the drive-in last month.

But even the dreamy imagery of Thirties Hollywood somehow sells this car short. Perhaps the most significant parts of its history lie in the curves, lines and precision-finished flush glazing of Christian Bohman and Maurice Schwartz. Frenched lights, streamlining, roof-chops, extreme-angled windscreens and concealed hinges may have begun life as aspects of Hollywood flash, but it was the way they were taken to heart by starstruck home-fettling petrolheads that truly demonstrates the contribution of American custom-coachbuilt cars of this era to car culture at large. You can draw a direct line between this high-society Auburn with its tale of heiresses, European nobility and millionaires, via the likes of George Barris and the idea of a

car as the star of a film on near-equal billing with the actors, right through to the blackened lines on tatty downtown dragstrips laid down by thrill-seekers in homemade hot-rods. A potent strand of mass-consumption car-culture began within this Auburn's intoxicatingly rarefied atmosphere.

Thanks to: Bonhams. This car will be offered for sale at its Bond Street auction on 7 December. Go to bonhams.com to register to bid

1935 Auburn 851 Speedster

Engine 4575cc in-line side-valve eight-cylinder, Stromberg downdraught carburettor, Schweitzer-Cummins supercharger **Power and torque** 150bhp @ 4000rpm; 230lb ft @ 2750rpm **Transmission** Three-speed manual with switchable low ratios via Columbia dual-ratio rear axle **Steering** Worm-and-peg **Suspension** Front: semi-elliptic leaf springs, hydraulic dampers. Rear: live axle, semi-elliptic leaf springs, hydraulic dampers **Brakes** Hydraulically-assisted drums front and rear **Weight** 1700kg **Performance** Top speed: 100mph; 0-60mph: 15sec **Fuel consumption** 10mpg **Cost new** \$2245 (standard coachwork) **Value now** £1.2m

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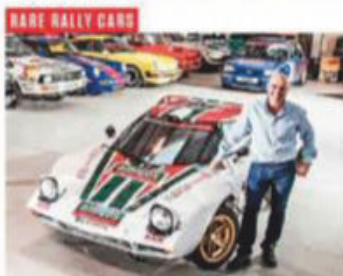
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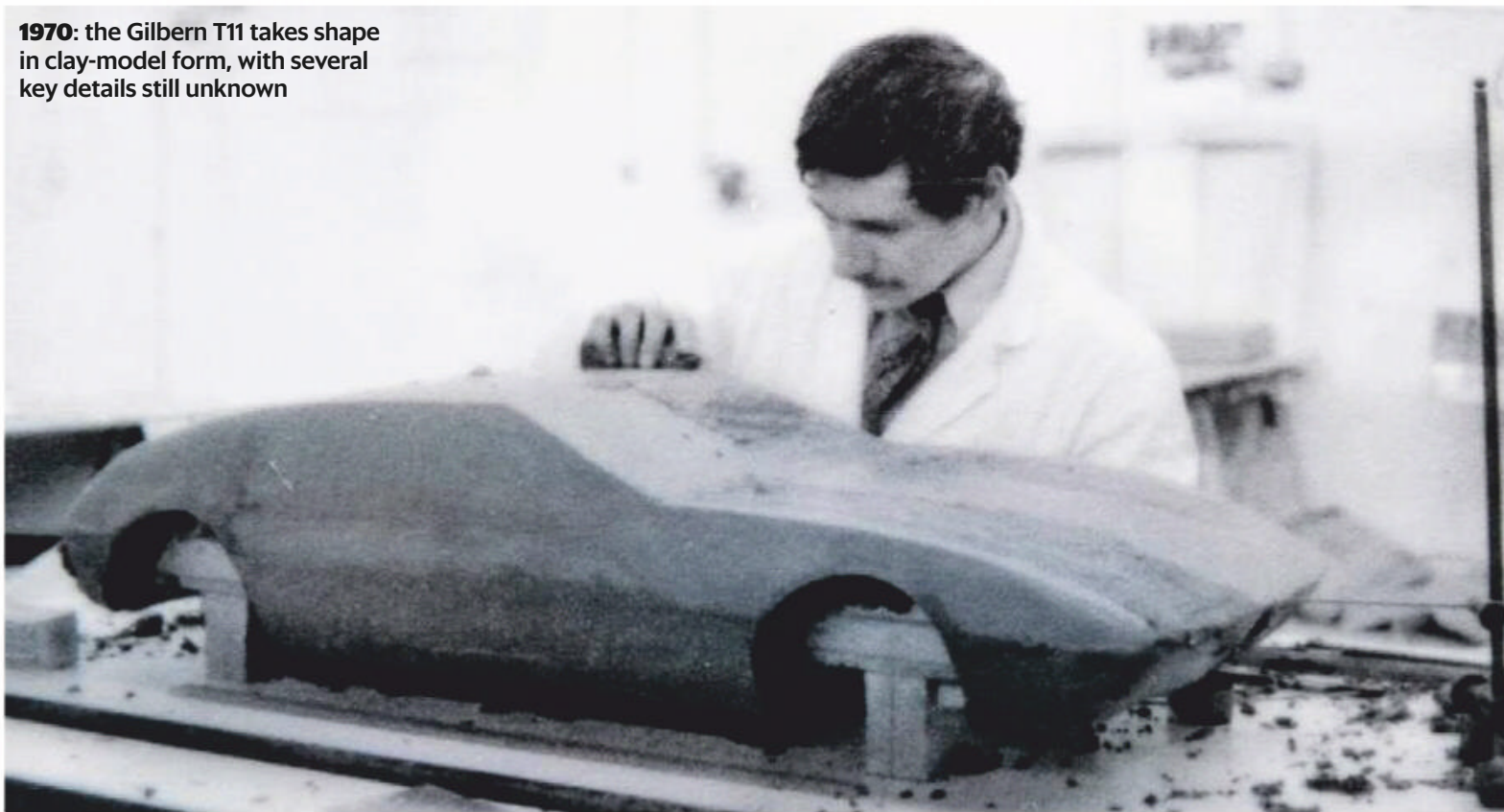
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1970: the Gilbern T11 takes shape in clay-model form, with several key details still unknown



1971: one of the body-less Terry Sanger chassis is taken for a run



[Life Cycle]

The life story of the Gilbern T11

An unfinished Seventies prototype, this unique Welsh sports car has survived long-term abandonment, a huge accident and several doomed restorations

Words SAM DAWSON Photography JONATHAN FLEETWOOD

1969 - Gilbern plots an all-new sports car

In 1969, the board of Gilbern Cars held a meeting to plan a small sports car to supplement its bigger Ford V6-engined Invader range of grand tourers. Various ideas were bandied about, with physical dimensions and engine sizes decided upon, although the decision whether to make the new car front- or mid-engined hadn't been made yet. Gilbern Cars owner Roger Collings contacted TVR and Elva GT160 stylist Trevor Fiore, who was living in Spain at the time, and persuaded him to move to Wales to work on 'Project T11', Collings even providing Fiore with a cottage in Cardiff to stay in.

However, the working relationship between Collings and Fiore was difficult. Collings envisioned a beach-buggy-like sports car, and only finalised the mid-engined layout relatively late in the design process, whereas Fiore's eventual design was a classic low-slung, long-nosed mid-engined wedge, hinting at TVRs to come.

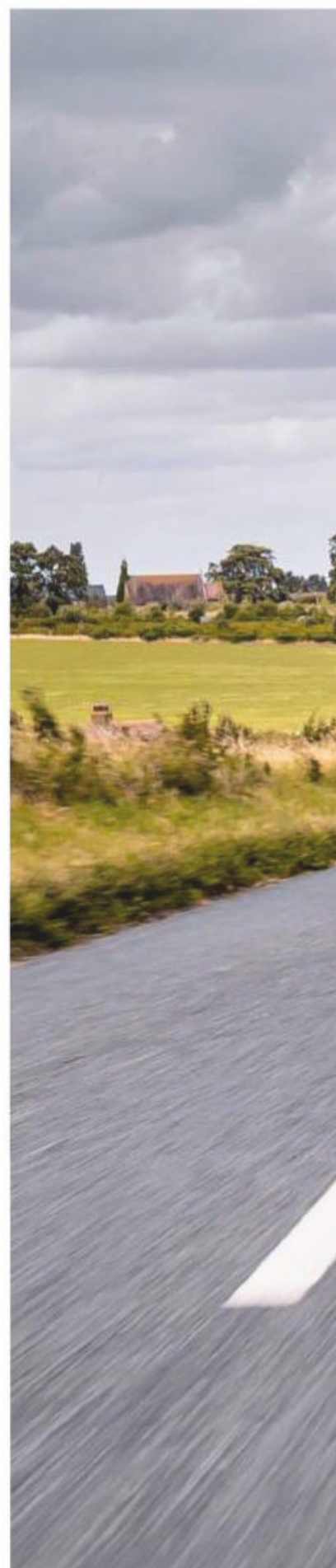
The prototype was scheduled to be completed in time for the 1971 Geneva Motor Show with a view to a 1972 launch, but fears that impending American safety legislation would demand crash protection stalled the project. Three bodysells, built by Specialised Mouldings of Croydon, sat undeveloped at the factory

after the project was officially abandoned in April 1971. It had already eaten £60,000 and the projected £1700 price of a production T11 was considered exorbitant - more than a Triumph TR6.

A combination of the 1973 imposition of VAT legislation, scuppering Gilbern's ruse of supplying cars in part-built form to avoid purchase tax, then the Arab-Israeli war precipitating the international oil supply crisis resulted in the V6-engined mainstays of the Gilbern range becoming regarded as both too expensive and too thirsty for the market to sustain. Before Gilbern closed its factory doors in March 1974, T11 bodysell number one had been cut up to create glassfibre repair sections for customers' cars.

However, the parts created for the T11 project were not completely destroyed. One reason for this may be the recently unearthed business study casefile, commissioned by Gilbern in 1973 in the immediate wake of both VAT imposition and the oil crisis, which suggested that the T11 project may be looked at again in future, offering as it did a new, more modern direction for the firm to take.

The potential for at least one T11 to emerge from the ashes of Gilbern remained. In 1970, racing driver Terry Sanger had developed a tubular spaceframe chassis for the T11 with a mid-mounted 1.5-litre Austin Maxi





1973: bodyshells scavenged for glassfibre during Gilbern's last days



After an uncertain birth, 24 years abandoned and an altercation with a lorry, the sole T11 is now on the road

engine, hidden beneath a cut-down Genie bodyshell held on with G-clamps, at GS Cars in Bristol and tested it at Castle Combe. 'The steering and front wishbones are not attached properly,' Sanger wrote in the testing notes he sent back to Gilbern with the chassis in late 1970. Thankfully, revisions were made, and Sanger re-tested the chassis and signed it off. Three chassis were built to Sanger's specifications. The dismembered remains of chassis one and three were later found in hedges on Wickhurst Farm in Kent, after an agreement between the owners' club and the farmer to use his barn for storage ran out. However, chassis number two was fitted with an engine and gearbox from an Austin Maxi and run around the factory grounds before the project was abandoned a few months later.

1976 - Work begins again in Pontypool

'I was a 17-year-old apprentice at Park Gates Garage in Pontypool in 1976,' recalls mechanic John Trett, 'and after Gilbern went bust, all their old spare parts came to us because we used to do a lot of work for them. Our boss, Robert Gauntlett, raced and hillclimbed a Gilbern Genie, which I used to work on.'

'In among these parts was a complete T11 bodyshell, which two of our guys worked on, mounted on a chassis frame.' Those two men were Gilbern Owners' Club members Mick Davies and Nick Finlayson. The

'When I bought it the glassfibre was so badly delaminated, it came apart in my hands'

bodyshells as supplied by Specialised Mouldings had no apertures for opening doors, and needed extensive structural strengthening before they could be used on a car. Park Gates Garage sold the project to the Gilbern Owners' Club president Martin Ingall for £250, who in turn sold it to Dave Lewis, an RAF electronics engineer stationed at Brize Norton, who stored the remains of the car but left it untouched for 12 years.

2000 - Gordon Johnston tracks down the T11

'I'd gone up to York on the National Express to buy a MkII Invader,' says motor engineer, Egyptologist and Gilbern enthusiast Gordon Johnston. 'The owner lived in a beautiful old coach-house, I stayed the night before driving back in the Invader, and before I set off the next morning he gave me a pile of Gilbern Owners' Club magazines to go with it. In one of them was a black-and-white photo of the T11 prototype. I rather liked the look of it and wanted to know more.'

'Roger Franland, the Owners' Club's spares secretary, said he knew where it was - down in Dorset, where someone had bought it from Dave Lewis via the club in 1988 but done nothing with it.'

'I contacted that Dorset-based owner, Dave Jones, asked him whether he wanted to sell it, and he said no. However, a few months later, he agreed to sell, and a few weeks later I brought it up to my father's bungalow on a trailer behind a Range Rover.'

'My father took one look at it and simply said, "Gordon, what have you bought?"'

'Neither Dave Lewis nor Dave Jones had done much with it, but Lewis had at least completed the bodyshell, using bits of wood and extra glassfibre to strengthen it. However, when I bought it, the glassfibre was so badly delaminated it started coming apart in my hands. I showed it to a friend of mine, a glassfibre specialist from Thanet, who said it was unusable.'

'Most bits of the car were rubbish, but there were two Austin Maxi engines supplied with it. The one installed, a 1750, was a non-runner, but the original Downton-tuned 1500 - the only one Downton built - was included, with a lightened and balanced crankshaft, ported cylinderheads, bespoke manifolds, Vernier cam pulley and twin carburettors.'

'I first got it going at work - Ebdens Garage in Deal, Kent - and it was then that I discovered the strange position of the gears. What I thought was first gear was sluggish, and changing into second made it stall.'

'Gilbern had taken a very early Maxi with a rod-and-cable gearchange, stripped it down, and installed the engine and gearbox in the back of the T11 chassis. However, they had no experience of adapting a transverse front-wheel-drive engine and gearbox for mid-engined operation. Control of the gearbox was via a series of rods, with first, second, third and fourth on one side and fifth and reverse on the other. It ended up with first where fourth is on most cars, second where third usually is, third where second is, fourth where first typically is but fifth in the usual place on the opposite top right-hand side of the gate!'

'Absolutely everything needed doing, but the bodyshell was most pressing. I needed a new one moulding because the existing one was unusable, so in 2006 I

contacted Dave Lewis, who had taken a mould from it but didn't want anyone making any more than one and creating replicas. We found a boatbuilder in Wales who agreed to make just one bodyshell for the project. With that made and fitted, I still had the fun of making the doors. Bearing in mind that there were no door panels or suggestion where they'd be, no dashboard, no wiring loom, no lights...

'It was at this point that I emailed Trevor Fiore to get some idea of what it was supposed to be like. He replied a few times, but said that his fall-out with Gilbern meant he didn't want have any involvement - he had actually walked away from the project at the clay-model stage.'

'So I got out paper and pencils, and set about making internal trim panels out of cardboard, then using them as templates to make solid models from wood. I used the outer door-skin shape to get the internal door shape right. The process took ages, after work on freezing winter nights.'

'Once the bodyshell was fitted, the apertures cut and internal structure built, I had it painted by Larry Smith. It's a toned-down, hand-mixed Audi colour. The original bodies were never painted - Gilbern never got around to it - and although the company had a basic set of colour schemes, they also offered to mix any shade for you, so it followed tradition!'

'I finally got it on the road in May 2009. The DVLA in Maidstone was very helpful in getting it registered as was Roger Collings, who supplied a





1970s: remains of the T11 project are barn-stored at Wickhurst Farm in Kent



2000: One of Gordon Johnston's challenges was to give the car working doors



2000: although holes were cut, lights had never been fitted



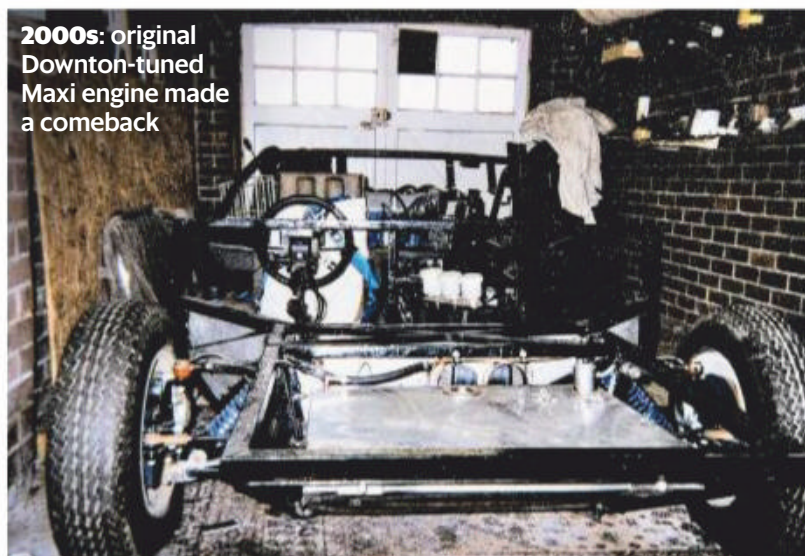
Three powerplants have called the engine bay home: an experimental Downton-BMC 1500, and Toyotas 3S-GE and 2ZZ



2006: original bodyshell was too far gone, one new moulding was sanctioned



2000: Gordon Johnston gets to work



2000s: original Downton-tuned Maxi engine made a comeback



Air ducts are a relatively new addition in the ongoing task of engineering the T11 50 years on



Gordon Johnston explains why the T11 works as his only car



2007: Audi colour and headlights in place, but internal architecture is all down to Gordon

letter of authentication, resulting in an age-related numberplate rather than a Q-plate. It was registered within a week, just in time for the 50th anniversary celebrations of Gilbern - and the 40th of the Owners' Club - held at the Shuttleworth Collection at Old Warden Aerodrome in Bedfordshire. I took it up there on a trailer - the registration papers only arrived the day before, and I didn't know if it would make it up there if I drove it!

'Over the next two years I never went very far in it, just to local classic car shows. Changing gear was a right pain and certainly limited its driveability. But in 2011, disaster struck. The T11 was struck by a lorry on the M20 in Kent and the driver didn't stop, instead driving off in the direction of Dover - so I couldn't get his insurance details.

'It just looked like the lorry had left tyre marks on the body, but it had actually pushed a rear wheel inwards, smashing the differential off the gearbox. The Maxi engine is like the Mini's, with the gearbox in the sump, so the engine lost all its oil. I suppose it put paid to the gearbox issues, but the unique powertrain was wrecked. Tired of it, I put the car in my lock-up and left it while I worked out what to do with it.

'After four or five months, I tried to find a replacement gearbox, but nobody had one other than the spares secretary of the Maxi Owners' Club, who just had one Gold Seal item in its original box and wasn't prepared to part with it.

'I just wanted something that would be reliable – not a Rover K-Series engine from an MGF'

'So I went for Toyota power. I just wanted something reliable - not a Rover K-series engine from an MGF. I bought a MkII MR2, and its engine and gearbox stayed in the T11 for three years. But they were too heavy and made it tail-happy. It's had a 2ZZ unit from a Corolla T-Sport for close on four years now, coupled to a six-speed gearbox from a two-litre diesel, so now 70mph comes at 3200rpm rather than 3435rpm.

'I've won a couple of trophies with it, including Best In Show at Motoring at the Manor [the inaugural Welsh concours d'elegance held at Celtic Manor in summer 2019]. But most people just don't know what it is. I'm not really after trophies; I just want to tell people about Gilbern and the T11.

'It's my only car now. I even go down to Aldi in it from time to time to do my shopping, and get some funny looks. I'm restoring an aircooled VW Beetle now so I'll have something more sensible eventually to go alongside it, but the town centre's within walking distance and I don't like modern cars - I've been fixing them for 52 years, after all.'

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[Interview]

‘I wish Rootes had let me do more with the Tiger’

Irish former rally driver **Rosemary Smith** is best known for escapades in Sunbeam Rapiers and Hillman Imps, but a one-off drive in a works Sunbeam Tiger left her questioning Rootes’ deployment strategy

Words MIKE TAYLOR Photography JOHNNY FLEETWOOD

Motoring was very much in my genes,’ says Rosemary Smith, born into a middle-class family in Ireland. ‘At the tender age of 11 I took the wheel of a big old Vauxhall, my feet just able to reach the pedals. I then went go kart racing, encouraged by my father, and won the Class 1 Championship first time out. Later, I was lent an early MG and took part in hill climbing to further hone my competitive driving skills.’

After competing in rallies at local level Rosemary’s first contact with Rootes’ cars and international events came in 1962, when she shared a privately entered Sunbeam Rapier with Sally Ann Cooper on the Monte Carlo Rally; they finished well down the field. ‘I hated it, recalls Rosemary. ‘All that snow, ice and fog, it took me weeks to recover.’ But it was enough to get her noticed.

It was at the Monte Carlo Ball that Rosemary, looking elegant in a full-length gown, was approached by a balding middle-aged man with the unlikely line, ‘I’ve been watching you.’ It was Rootes’ competitions manager Norman Garrad. His suggestive overture was followed by a letter offering Rosemary a works drive; she replied with an firm declination.

Luckily, Rosemary’s mother read the missive and replied on her behalf, agreeing to the contract. It was the start of Rosemary’s career working for Rootes, during which time she entered several rallies in Sunbeam Rapiers and Alpines. ‘I recall walking into Rootes’ Competitions Department workshops in Coventry for the first time. Everyone was very friendly and helpful including Peter Harper and Peter Riley. But the place was such a mess.’

On the 1963 Monte Carlo Rally, Rosemary managed to tumble her Rapier down the side of the Col de Perty in the Alps. Grinning mischievously, she admits, ‘We received more publicity from our accident than Rootes’ performance on the entire rally.

‘The Rapier always felt unsteady on the road with poor roadholding. In contrast I loved the Alpine because it was an easy car to drive quickly with good handling. The steering was light with compliant suspension and I entered it in many events over the next two years.’

The Sunbeam Tiger began as an idea hatched by Ian Garrad, Rootes’ West Coast sales manager in California and son of Norman. His vision was to fit a small-block Ford V8 into the Alpine in search of more speed, attracting enthusiasts on both sides of the Atlantic. The notion grew legs and after a brief development programme with V8-powered Tiger prototypes, Rootes sanctioned the car’s production while plans for adding the Tiger to Rootes’ competitions team began taking shape in 1963.

In early 1964 Norman Garrad’s place as Rootes’ competitions manager was taken by ex-BMC rally manager Marcus Chambers. To promote the Tiger two cars were entered in the Le Mans 24 Hours - both failed to finish - while three cars were built as rally contenders, their first event being the Geneva rally of October 1964. Rosemary was chosen as one of three drivers, along with Peter Riley and Tiny Lewis.

‘Coming from the Alpine I had high hopes for the Tiger,’ she recalls. ‘I thought it would have all of the Alpine’s blessings and attributes but with more power. I did a test session with another Rootes driver, Keith Ballisat, in an early development Tiger at MIRA, where we exceeded 120mph on the banked section.’

The Tiger’s rally engines were prepared by Shelby American in Venice, California and comprised a Holley carburettor, polished

Rosemary Smith is reunited with the Sunbeam Tiger she took to 20th overall and third in class on the 1964 Geneva Rally. It was her only drive of a Tiger



Rosemary notices that the Tiger – one of three works cars – still has its original Heuer navigator clocks fitted



cylinder heads, a high-lift camshaft and solid pushrods. Behind was a Powr-Lok differential to aid traction. Inside, the cabin was the usual set-up of rally seats, gadgets for the co-drivers and rollcages to protect the teams should the unthinkable happen. Says Rosemary, 'Being tall I found the Tiger a comfortable car to live with, adjusting the seat to give myself lots of leg room, though on rough stages my helmet would hit the inside of the hard-top.'

In preparation for the first season outing, Rosemary and Peter Riley took one of the rally Tigers on a recceing trip to France. 'I can recall Peter saying to me, "You know, you and Tigers get on very well together." I think he was right,' says Rosemary with a smile. Held between 15-18 October, the 1964 Geneva Rally was marked

'Peter Riley said to me,
"You know, you and
Tigers get on very well".
I think he was right'

by light snow and ice. Three Tigers and two rally spares 'barges' were airlifted from Baginton airfield near Coventry to Paris, before an overnight stop over at Trojes. The Tigers were then driven by mechanics and reached Geneva by the end of the day. However, almost from the outset, there were problems.

Peter Riley's car started to misfire and the fault was traced to the points in the dual-point distributor closing up. However, a more serious issue was that the clutch linings in Tiny Lewis's Tiger had burnt out. As a precaution it was decided to change the clutch plates on all three cars, so the mechanics had to work overnight to ensure they were ready for scrutineering. 'We crews flew straight down to Geneva so knew nothing of the troubles that had beset the cars on the way down until we arrived,' Rosemary admits.

In all 72 crews - made up of 49 in the Touring category and the remainder in the GT Class into which the Tigers were entered - left the start at Plainpalais, a wide open space in the centre of Geneva. 'My co-driver, Margaret MacKenzie, collected our route details and handled the paperwork while I checked the car over,' says Rosemary. 'The beginning of any rally can be a nerve-wracking experience, with your mind focused totally on the start marshal and achieving a clean getaway.'

In a late afternoon of light rain and cold grey skies, the cars followed a tortuous route round the southern half of the city to arrive at the start of the first test at the Col du Marchairuz, a high mountain pass in the Jura mountains. This comprised a hill climb of 5.5km in length, the near perfect tarmac surface by then decidedly slippery with a covering of rain.

The best run was awarded to a Porsche 904, while Peter Riley took second best in his Tiger. The next test was an 11km hill climb located at the Col de la Faucille just inside the French border where conditions were a little better, but with the stage having to be negotiated in heavy rain. Recalls Rosemary, 'On this section the marking system favoured the smaller-engined Group 1 cars while the larger engined GT cars like the Tiger were penalised, although Peter still managed to do well in his car.'

The next test was at the picturesque Les Neyrolles in Eastern France, the course including a sharp hairpin hidden by the brow of a hill. Next, the cars motored south to Saint-Jean-en-Royans, a small commune in south-eastern France, before starting a 21km gallop to La Cime du Mas. By now the weather was improving with the surfaces noticeably better, although the wooded sections had still to feel the effects of the drying conditions so drivers were cautious.

Leaving Saint-Jean the route led down the Rousset to Die and on to Recoubeau-Jansac, the entrants taking in a fast section over the Col de Pennes. The going up the route by Jansac proved slippery for some cars, though impressively the Tigers handled it without difficulty. Then followed a one-hour stop at Bedoin at the foot of Mont Ventoux. Explains Rosemary, 'That was where the Tiger's development engineer Don Tarbun had put one of the development cars through its engine cooling tests the previous year.'



The Tiger was one of the first rally cars to be fitted with Minilite magnesium wheels, reducing unsprung weight



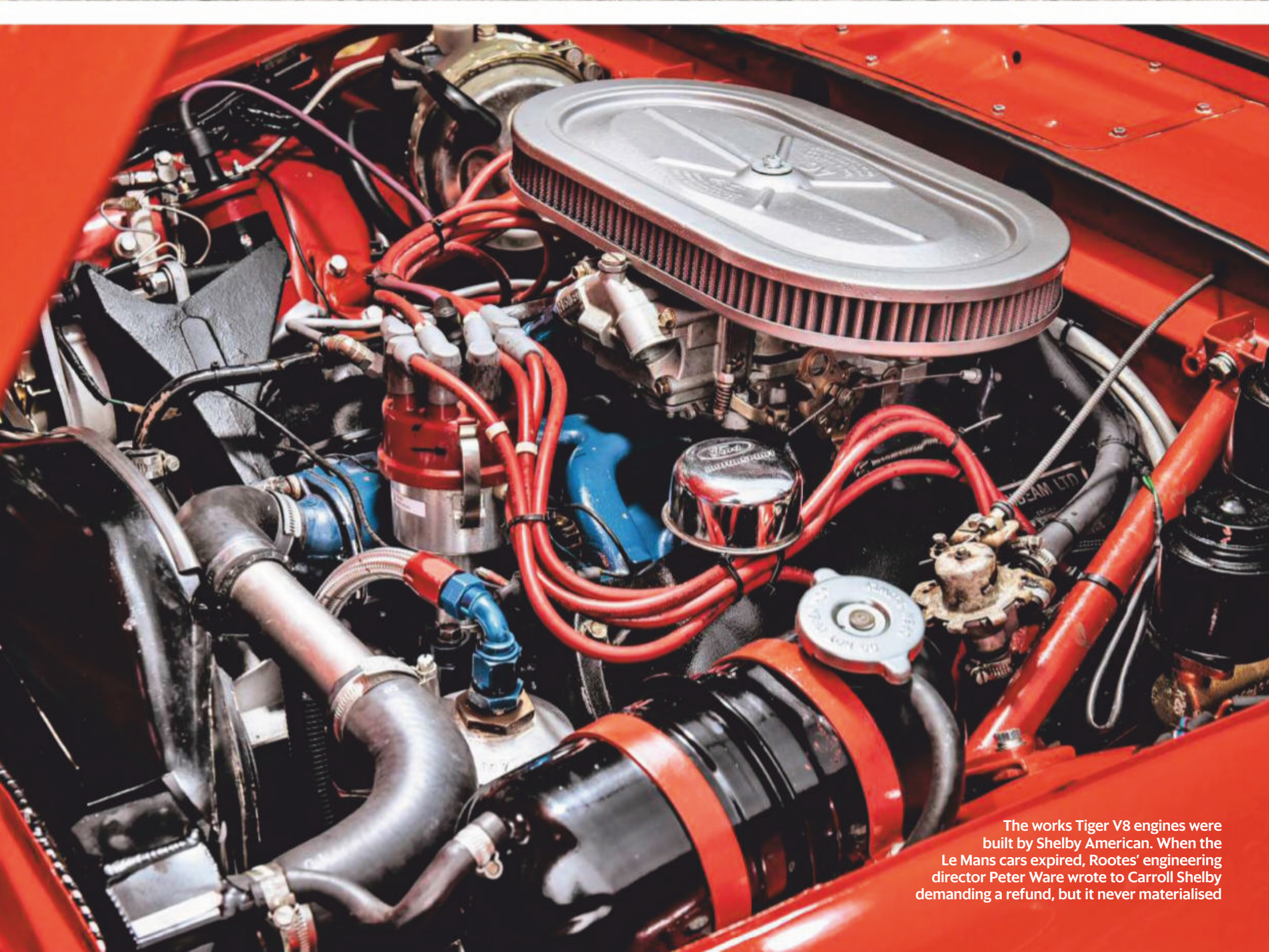
Even with the large wheel, Rosemary found the steering to be heavy



The car has led an active competition life since its Geneva outing



Despite the Tiger's rear wing badge, cars were assembled by Jensen in West Bromwich



The works Tiger V8 engines were built by Shelby American. When the Le Mans cars expired, Rootes' engineering director Peter Ware wrote to Carroll Shelby demanding a refund, but it never materialised



Prior to campaigning the Tiger Rosemary had many drives in this works Sunbeam Alpine, including finishing 10th overall and 3rd in class on the Tour de France in 1963



Rosemary and Mike share Tiger reminiscences while studying her recent autobiography

'I was always given the Hillman Imp once that was launched. I wanted to scream and shout'

From Bedoin the route led the cars up the 14.5km stage to Chalet Reynard. Then from Mont Ventoux came the run across the Alps through Laragne-Montéglin and Guillestre and close to the Italian frontier. The cars were then confronted with the next hill climb from Cesana to Sestriere.

The route over the Col d'Izoard was cancelled because of heavy snowfall and the teams were instructed to use the N49 from Briançon in the Hautes-Alpes region of south eastern France, and over the Col de Montgenèvre. That was followed by a relaxed stretch to the next time-control at Almese on the western fringe of Turin. Most cars had time in hand from better road conditions.

From there the cars ran either over the Great St Bernard Pass or through the newly opened tunnel to Champex, making the start of a tight road section where timing was especially stringent; from there the cars returned to France over the Col de la Forclaz.

After a seven-hour break at Chamonix, where the Tigers were serviced and crews took refreshments, battle resumed. Heavy snow resulted in the cancellation of the test at Col de la Joux Verte and the cars continued on to Mont Revard with snow only covering the last 2.5km. Lewis pushed hard and finished the hill climb with the fastest time in the GT category.

Next the cars tackled the run up to Beaufort with snow testing drivers and cars, many coming stuck on the run down to Barrage

de Roselend, Lewis and Riley included. Rosemary stopped to give assistance and got temporarily snowbound herself before continuing. 'As a team you always give other members help whenever possible. Luckily, the weather on the '64 Geneva wasn't that bad and the Tiger handled the conditions reasonably well.'

Only 38 cars completed the course, the Tigers finishing 11th, 15th and 20th overall and first, second and third in the Over 2500cc GT Category. Sunbeam came second in the manufacturer's championship. 'We should have done better and while Margaret was a brilliant navigator, by the time we reached Geneva town centre it was dark and we got lost, which sadly put us back.'

Critical to any rally is mutual confidence between crews and mechanics. Says Rosemary, 'I always had great regard for the Rootes mechanics. They always managed to keep me going even when things went seriously wrong. Luckily nothing did on the Geneva.'

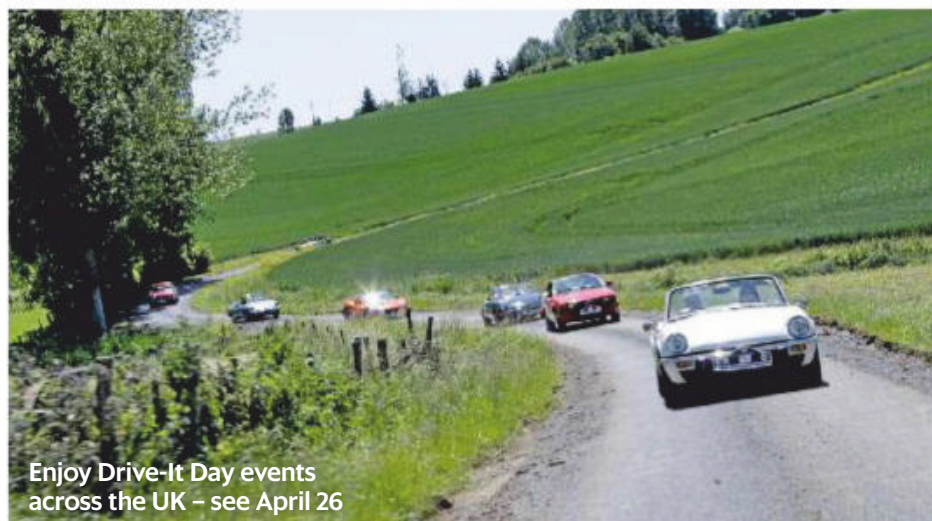
To garner opinions about the Tiger's performance, Chambers produced feedback forms for the crews to complete. The comments included suggesting that if the Tiger was to compete favourably against other cars like the 'Healey 3000s, it needed far more power than the 200bhp it was currently delivering; the brakes would require upgrading to discs all round too. But overall, the trio concurred that with a little time the Tiger could be developed into Rootes' most successful rally car. Recalls Rosemary, 'My major criticism of the Tiger was that despite its 15.5in steering wheel, the steering was very heavy. I've had electric power steering fitted to my own Tiger.'

The Tiger's performance on the Geneva Rally was impressive, and it gave Rosemary every right to believe that it would be the stepping stone for her to drive Tigers on rallies in the future.

'Rootes' PR executives thought differently,' she concludes ruefully. 'I was always given the Hillman Imp once that was launched. I wanted to scream and shout and tell them to give me a faster car but I never got one. I was always sad that Rootes never let me do more with the Tiger.'

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13-15 Classic Spring Tour, Inverness, Scotland. £318 per person classic-car-tours.com

13-15 Arras Classic Car Show Tour Arras, Vimy Ridge & Somme, France. £199 per person sceniccartours.com

April

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23-27 8th Spring Motoring Weekend Yorkshire Dales. £685 per person erlevents.com

26 Drive-It Day, Events nationwide fbhvc.co.uk

29-May 7 Pyrenees to Monaco, Bilbao, Spain-Monaco. £3350 per person classictravelling.com

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4-8 St Mawes Classic Cars Festival, St Mawes, Cornwall. Cost TBC stmawesclassic.co.uk

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8 Sporting Bears Magnificent Seventh Gambol, Ravenstonedale, Cumbria. Cost TBC sportingbears.co.uk

8-11 Monaco Historique Grand Prix Monaco, Monte-Carlo. £1850 classictravelling.com

11-16 Après Monaco Tour, Monaco-Dover. £1595 per person classictravelling.com

17 Mendip Tour, Wells, Somerset. Details TBC candhmotorclub.co.uk

22-25 Spa Classic Grand Tour, Spa-Francorchamps, Belgium. £1295 per person classicgt.co.uk

22-25 Spa Classic Tour, Spa-Francorchamps, Belgium. £633 per person classic-car-tours.com

22-25 Spa Classic Scenic Tour, Spa-Francorchamps, Belgium. £299 per person sceniccartours.com

24-June 2 Grand Prix de Pau Historique & the Pyrenees, Andorra. £1199 per person sceniccartours.com

29-June 1 Circuit Historique de Laon, Laon, France. £189 per person sceniccartours.com

29-June 6 Gordon Bennett Irish Classic Car Run & Causeway Coast Kildare-Laois, Ireland. £599 per person sceniccartours.com

June

3-9 Grand Prix l'Age d'Or & the Route des Grand Crus, Dijon-Prenois, France. £799 per person sceniccartours.com

3-9 Jersey International Motoring Festival, Jersey, Channel Islands. £399 per person sceniccartours.com

11-15 2020 Le Mans 24 Hours Tour Le Mans, France. £298-£498 per person classic-car-tours.com

15-22 Alsace & Ardennes Tour, Brussels, Belgium-Alsace, France. £2195 per person classicgt.co.uk

19-22 Reims Champagne Tour, Reims, France. £588 per person classic-car-tours.com

19-25 Cumbria & Lake District Tour, Windermere, Cumbria. £1595 per person classictravelling.com

July

2-6 Le Mans Classic Tour, Le Mans, France. £288-£498 per person classic-car-tours.com

12 Aquae Sulis Tour, Bath, Somerset. Details TBC on January 11 bathmotorclub.co.uk

23-27 Scottish Highland Tour, Glasgow-Perthshire. £932 per person classic-car-tours.com

August

1-9 Alpine Pass Tour, Calais, France-Andermatt, Switzerland. £3195 per person classicgt.co.uk

8-21 California's Pacific Highway and

Monterey Classic Car Week, Santa Monica-Monterey, California, USA. £3699 per person

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21-24 The Belgian Classic Car Rally Bruges, Belgium. £349 per person sceniccartours.com

September

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11-25 Classic Car Holidays in Spain, Bay of Biscay to Mediterranean. £3375 per person erlevents.com

16-21 Circuit des Remparts Angoulême Grand Tour, Angoulême, France. £1695 per person classicgt.co.uk

16-22 Isle of Man Festival of Motoring. £299 per person

sceniccartours.com

17 Italian Lakes & Swiss Alps, Geneva, Switzerland-Garda, Italy. €4995 per person classictravelling.com

20 Cotswold Classic Run, Chippenham, Wiltshire. Details TBC candhmotorclub.co.uk

23-October 15 Route 66 Classic Tour, Illinois-California, USA. £3499 per person sceniccartours.com

25-28 Spa Six Hours, Spa-Francorchamps, Belgium. £279 per person sceniccartours.com

October

15-21 Autumn Amble, Normandy, France. £1355 per person erlevents.com

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For full details of the tour email your name and postal address to countrylanetours@gmail.com or call Ian on 01824 790280.



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A 10 day tour of Brittany starting and finishing in St.Malo. Our clock-wise route uses 4 stylish hotels near Vannes, Lorient, Quimper, and Perros-Guirec as we travel around stunning coastal routes ending up in Ploumanach, arguably the most beautiful bay in Brittany, on the north's Pink Granite coast.

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Six steps to buying a

Ford Racing Puma

This delightful coupé can pack hidden horrors behind the handling hedonism

Words RICHARD DREDGE Photography JOHN COLLEY

The oldest Ford Racing Pumas are just turning 20 years old but they've already cemented their classic status, boosted by the burgeoning realisation of how much more than the sum of their addenda these wide-arched baby-coupés represented.

The FRP is the perfect buy for any keen driver because it's a great car to drive, unforgiving ride aside, and its rarity - and hence collectibility - is guaranteed. Practicality is good and there's long-term investment potential - but these cars aren't all that robust, and the poor availability and high costs of parts is a significant issue. As a result you must buy with extreme care.

This guide pools the knowledge of Alan Farmer of Pumabuild (pumabuild.co.uk), and Simon Crosby and Alan Mowberry of racing-puma.co.uk, one of the most enthusiastic and helpful owners' clubs out there.

Which one to choose?

► **Factory spec:** predictably, the most valuable and by far the most sought after. Fewer than 500 customer cars were made, all built by Tickford in right-hand

[What to pay]

► Buying the best you can find and afford is essential because of the high cost and poor availability of parts to revive a tired Racing Puma - some parts are simply unavailable.

► A project worth reviving costs **£6000-£8000**, but these tend to be money pits. Such cars make little sense when you consider that for **£10,000-£12,000** you can buy something tidy.

► If you can find something truly superb - and such cars rarely come on to the market - you could pay as much as **£20,000** for it. Very

drive in 1999-2000. Each had wide-arch front and rear wings, 17 x 7.5J wheels, bigger front brakes featuring Alcon four-piston calipers and larger discs, plus rear discs (regular Pumas had drums). The standard Puma 1.7-litre engine was boosted to 153bhp with a redesigned quad-branch manifold and exhaust, a remap, new camshafts, and a revised airbox and number-stamped inlet manifold. The interior got Sparco bucket seats in blue Alcantara trim, which also featured on the rear seats and door cards. All were finished in Ford Racing Blue metallic paint.

► **Modified:** few of these cars have any significant modifications, but some were jazzed-up in period. Some FRPS have had Focus ST170 brakes fitted which work well. The only real accepted modification is a stainless-steel exhaust because originals aren't available; the Piper system is a direct copy. Some stripped-out track cars with rollcages have been built, while a couple have had large-turbo engines fitted. Such changes ruin the exquisite balance of the car.

Bodywork and structure Despite the FRP's relative youth, bodysell corrosion is the problem that's

'The Racing Puma is great to drive, but the poor availability and high costs of parts is a significant issue'



most likely to strike - and the most likely to cost you plenty. The Racing Puma is effectively an over-skinned standard Puma, but panels for all of these cars are scarce. However, a reasonable standard Puma can be bought for under £500 and panels from these cars can be used, while Ex-Pressed Steel Panels now offers some parts such as sills and outer quarter panels.

Focus on the rear quarter panels, which corrode out of sight. The flared rear wings were just glued and welded over the originals, resulting in hidden rusty metalwork. There's no way of checking the car's condition from the outside; you can do it only by removing the rear trim panels and speaker bins, allowing you limited visibility of any problems. Few Racing Pumas have escaped corrosion in their rear quarter panels, so unless the seller has proof that the work has already been tackled, factor in a bill of up to £6000 for the work to be fixed professionally; this is for both sides and to do a glass-out respray, but it doesn't include any panels. If you're a competent welder you could do the work yourself, with reproduction quarter panels available for £750, while inner and outer sills cost £125 and £400 per side respectively (so £2550

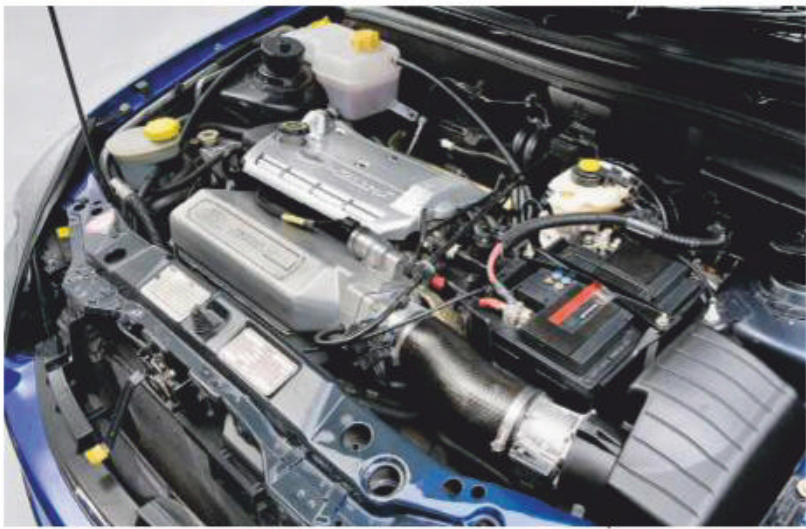
all-in for both sides). Also expect corrosion in the seatbelt reinforcement panels and inner sills, which cost £500 apiece per side to fix; the latter can be done only with the sills removed because access is limited.

The aluminium front wings corrode and new ones are unavailable. Even used items are scarce; track one down and you'll pay up to £500 for it. Any corrosion damage is usually repairable though; if remedial work is needed budget £500 to get it done.

The boot floor got just a thin coat of grey paint so rust is virtually guaranteed. Sanding everything down and repainting might fix things, but some welding is more likely to be needed, which means fabricating a panel or cutting a floor from a donor car. Get this done professionally and it'll set you back £2000.

Check for damp carpets leading to rusty floorpans. The wiring loom bulkhead grommet often fails to seal, while the seam can crack in the panel behind the front wing through incorrect jacking, leading to water getting in behind the ECU. Blocked drain holes in the boot leads to a waterlogged luggage bay and rotten boot floors, but repairs are an easy DIY proposition, or a specialist like Pumabuild will charge £1000 to do it.

In period **CAR** said the FRP, 'Turned an everyday car into a memorable drive, doing it with remarkably little compromise to its refinement.' As a classic it makes even more sense



It's simpler and cheaper to rebuild a standard 1.7 to FRP spec than rebuild an original – just make sure all the upgrades have made the journey over

'Racing Pumas don't like regular short journeys or long periods of inactivity'



Even a low-speed knock will lead to gel coat damage in the tricky-to-repair glassfibre bumpers. Genuine new front bumpers are extinct but reproduction items are £150, while new rear bumpers are currently available for £600 apiece but they're getting scarce.

Don't worry about overspray on the front panel by the headlamps because this is standard, but beware of cars with body-coloured engine bays – only press cars were painted blue, or cars that have had major bodywork. The bay should be painted satin black.

Engine The Puma's engine is strong, but if you do find a car with a tired powerplant you can swap it for a standard Puma 1.7 unit, readily available for £100-£150. Ancillaries aside, the only difference between Puma 1.7 and FRP engines is the camshafts and the ECU settings, so you can fit the necessary camshafts and get the ECU remapped, although a special timing tool is needed.

Retaining an original engine is possible but costly – liners have to be fitted because Nikasil-compatible piston rings are unavailable. Bearings also have to be sourced from other engines and modified to fit. Rebuilding an original powerplant costs £2000-£3000.

Be wary of any FRP with few miles – these cars don't like regular short journeys or long periods of inactivity.

Transmission All FRPs have the same robust IB5 five-speed manual gearbox as fitted to the regular Puma, albeit with different ratios and shot-peened first and second gears. A limited-slip differential was an optional extra; so-equipped cars now command a premium.

Everything is available to rebuild an FRP gearbox, because everything is shared with one Ford or another. If a full rebuild is needed you'll pay £110 for the parts to do it yourself; exchange units cost £475. Driveshafts can also fail but new ones are available at £300 apiece.

Steering, suspension & brakes A standard Puma steering rack is fitted, with extended track rod ends and modified front hubs to take larger suspension struts. The suspension was a collaboration between Eibach, Sachs and Ford; new sets very occasionally crop up at £1000, but even decent used parts are rare – when they do appear they're £300. As a result the only solution is usually to fit coilovers which changes the handling characteristics. The rest of the suspension can be sourced easily enough from the Ford parts bin.

The Alcon four-pot brake calipers are unique to the Racing Puma and they work superbly if in good condition. However, they need regular use and cleaning them every 3000 miles can stop them from



Interior is a heaven-and-hell mixture of common Ford fare and unavailable bespoke Alcantara



seizing up once water has got in. It's also essential that the correct pads are used, but they're readily available for as little as £28 per set. Neglected calipers can cost £700 to revive and new ones are unavailable; rough ones occasionally come on to the market for £500 per pair. Rear brakes are regular Ford parts – a combination of Focus and Escort – so easily obtainable.

Trim The Racing Puma's interior is largely carried over from the regular Puma, so much of it is available from scrapyards. But you'll need to source decent Blue Alchemy trim panels from a pre-2000 car, because other colours were available. The seats and steering wheel were unique to the Racing Puma and they're rarer than unicorn tears. The bright blue Sparco seats wear just like the steering wheel; both are trimmed in Alcantara. Even worse, the Alcantara's blue is unique to this car and you'll be doing well to find any suitable trim. If you do you'll pay £500 for the steering wheel to be recovered while even tatty seats cost £500 per set.

The electric systems are all standard Puma and are pleasingly robust. The headlight and rear light lenses do go cloudy, but fortunately they're the same units as the regular Puma's, and polishes are available to revive the plastic on a DIY basis.

Tickford-applied arches give the Puma some much-needed muscle, but inadvertently add a corrosion hotspot

[Owning a Ford Racing Puma]



Simon Crosby, Warks

'I'm the technical adviser for racing-puma.co.uk. Like most FRP owners I started with a standard Puma, but the Racing is one of the best cars I've ever driven. These cars aren't all that quick, but on a twisty road they'll outhandle pretty much anything. Their exclusivity is another plus point.

'I own car no. 27, and no. 376 [seen left] belongs to my son Ben. He's 16 and we restored it together, which was easier than it might have been because I'd bought plenty of parts over the years. We also cannibalised a standard Puma.

'Restoration will cost over £10k. Even if you buy a good car you'll need to budget £500 per year on maintenance, £200 of which will be to look after the Alcon brakes – but it's worth every penny. These cars appeal to owners of some very exotic machinery; drive one and you'll see why.'



Alan Mowberry, Kent

'I bought my Racing Puma in 2006. It was my everyday commuter car but I've also taken it for at least 30 laps of the Nürburgring Nordschleife. Now it's mainly for shows; few of these cars are used regularly.

'I had a track-ready standard Puma, and the Racing would still outhandle it. I've fitted an original limited-slip differential to my car, which was a £250 option, but just 80 cars received one when new. It transforms the drive when pushing on.

'I've fully restored my car, and in the 13 years that I've owned it my Puma has cost me about £30k in maintenance. For that it's given me incredible memories of trips all round the UK and Europe, and the car is in better shape than ever.

'I help run the register for the club and I've got mileage details of 441 cars. Most have done between 60k and 100k miles. Some of the nicest FRPs have been driven the most.'



Michelle Sutton, Carmarthenshire

'I was 23 when I bought a Puma 1.4 and three years later I graduated to an FRP. I bought it to use every day and 11 years later I still do. I spend around £1500 annually to keep it going, but it's only this low thanks to the help I get from fellow club members with sourcing parts, and I do much of the routine maintenance myself. My car isn't garaged and it's used in all weathers, so I'm fighting a constant battle against rust. Soon I'll need to get the sills repaired, and to do the job properly will cost £4000.

'It's still on its original suspension, so a £500 investment in some fresh springs also beckons. It's worth every penny though because it's so much fun to drive. I plan to keep using it for as long as possible, even though it's not suited to everyday use because it's so rust-prone.'

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'With only 500 Racing Pumas produced, this millennial classic was a rare beast even when it first hit the streets in 1999. Values have rapidly increased over the last few years and you could currently expect to pay around £15,000 for a fine example. Admittedly that's still a fair way off the £23,000 asking price when new but it seems realistic to think that this number could be reached in the next five years. If you're looking to buy one, ensure it is original and complete – it would be easier to find hens' teeth than those Racing Puma extras – otherwise you'll spend the next few years on eBay.'

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ClassicCarsForSale.co.uk



2000 Ford Racing Puma – £11,500

Racing Puma #8, showing 92,000 miles. In my ownership the majority of those miles were in France. Hasn't seen road salt or poor weather and has been dry-stored when not used. Resprayed sometime

around 2010 so bodywork is exceptional; some surface rust on one rear quarter panel but not worth addressing with new metal yet. Detailed timeline of service history. Sold with 12 months MOT.

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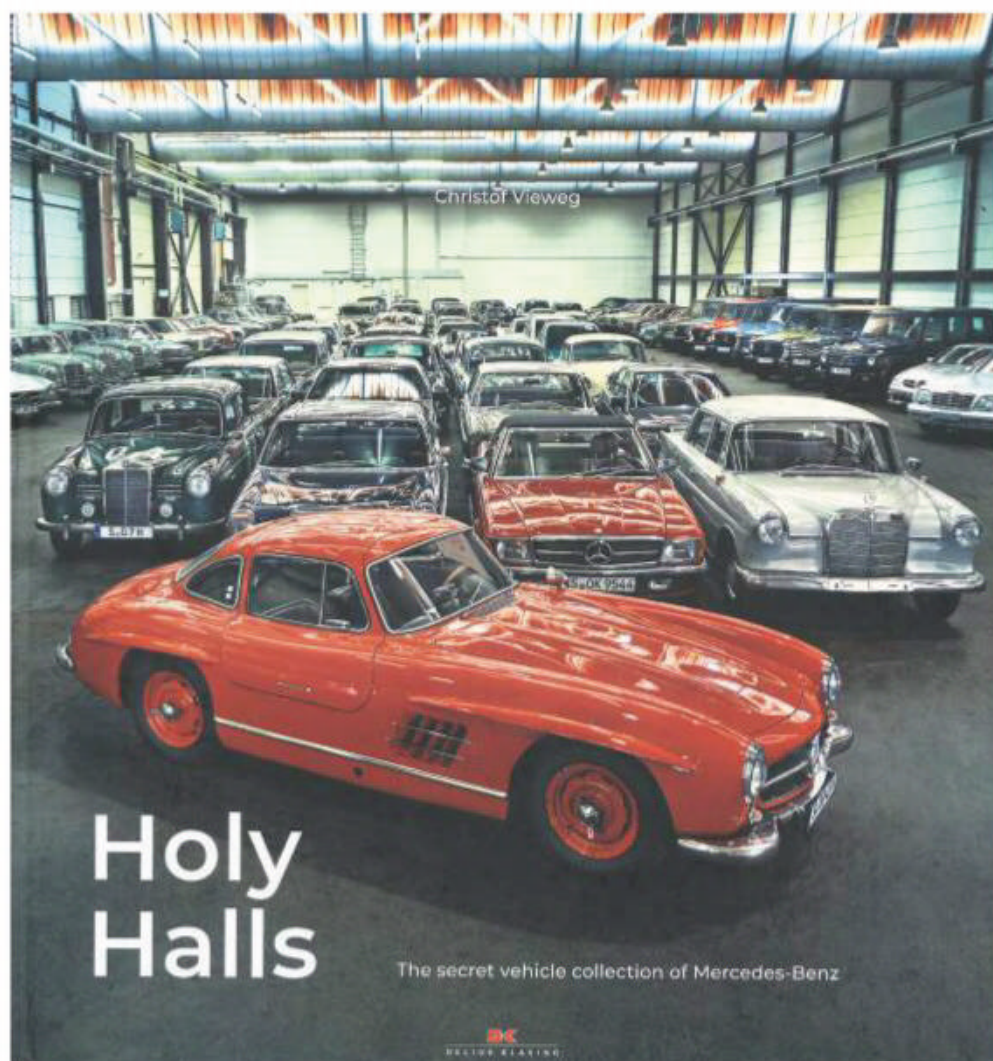
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Holy Halls

By Christof Vieweg, £55, delius-klasing.de, ISBN 978 3 667 11667 3

Books about museums can stray unwittingly into either coffee-table territory or end up reading like a guide bought at a ticket desk, which makes Christof Vieweg's *Holy Halls*, subtitled 'The secret vehicle collection of Mercedes-Benz', an impressive achievement. Vieweg has been granted privileged access to the entirety of Mercedes' wheeled archive. Combining Igor Panitz's excellent, indulgent photography with a careful curation of models with which to tell the Mercedes-Benz story, Vieweg focuses on the less-than-obvious at all times.

This is a story of prototypes, ideas and, sometimes, big dreams thwarted by economic disaster. So instead of the well-worn greatest hits, this is Mercedes the erratic innovator. Want to see the budget Merc that inspired Volkswagen, the world's first mid-engined sports car (from 1935) or the bizarre supermini intended to be the basis of a Group B rally car? This book's for you.

Gilbern Cars

By Michael Burgess, £14.99, amberley-books.com, ISBN 978 1 4456 9091 9

This is a timely release, given our Life Cycle story on the Gilbern T11 prototype in this issue (p98). Michael Burgess's book also fills the void in literature on Gilbern. The book follows Amberley's usual format – compact design packing a comprehensive marque history into 96 softbound pages without leaving you feeling short-changed. Burgess is a great storyteller, and the tale of Gilbern is an entertaining and heartbreaking one.

The narrative is conversational, packed with facts regarding the technical evolution of the cars, but focusing on the people and circumstances that made, then broke, the Gilbern marque. As Burgess explains, the optimistic rise of the idealistic car company from Llantwit was hobbled by experimental engines lost at sea,

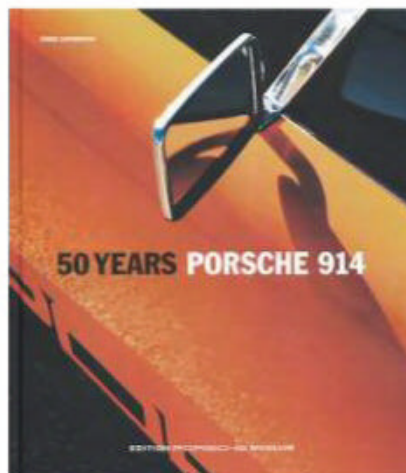
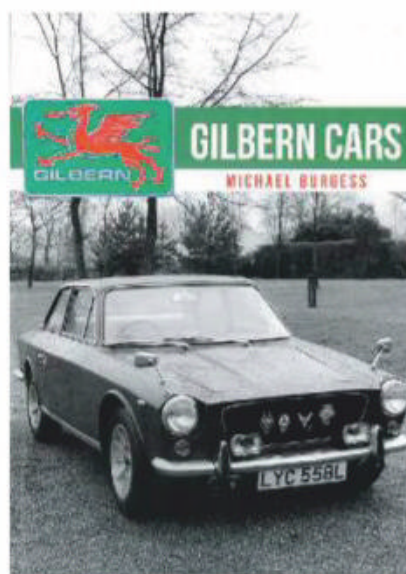
meddling governmental policy and war – all in the space of 14 years. You couldn't make it up. Superb.

50 Years Porsche 914

By Jürgen Lewandowski, £45, delius-klasing.de, ISBN 978 3 667 11458 7

For a book released under Porsche's own banner (admittedly by Delius Klasing), this half-century retrospective on one of the brand's most controversial cars is commendably candid. Lewandowski, drawing directly on multiple Porsche sources, tells the tortuous story of the small, affordable sports car.

The political, development and motor sport story of the car is told in 224 beautifully illustrated pages, along with its second lease of life as a basis for concept cars. This includes the mystery of the prototype that resurfaced at Essen a few years ago, only just solved. Far from a footnote in the Porsche story, and a crucial addition to any aircooled library.



MORE TO ENJOY

Jaguar – The Art of the Automobile

By Zef Enault and Nicolas Heidet, £40, octopusbooks.co.uk
Up-to-the-minute, glossy history of Jaguar. Stunning to look at but has a bit of a corporate feel to it.

Coachwork on Rolls-Royce & Bentley 1945-1965

By James Taylor and Simon Clay, £50, herridgeandsons.com
One for completists, but fascinating. It's packed with weird and wonderful interpretations.

Bugatti Type 35 Grand Prix Car and its variants

By Lance Cole, £16.99, pen-and-sword.co.uk
An enthusiastic, fact-stuffed, high-value 64-pager from a man who knows Bugattis inside out. Entertaining too.

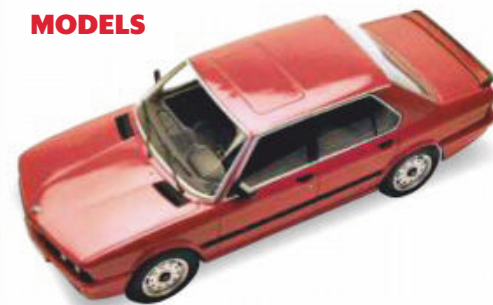
Alfa Romeo

105 Series Spider: The Complete Story

By Jim Talbott & Andrew Brown, £25, crowood.com
Everything you could possibly want to know about Alfa's longest-lived sports car, from original concepts to buying advice.

All these books are available from Chater's, many with discounts. To find out more go to chaters.com.

MODELS



1:18-scale BMW M535i

Norev, £69.99

It's a pity Norev seems to have given up on hinged bonnets and detailed engine bays; otherwise this diecast BMW is near-faultless, especially compared to LS's recent attempt. Panel gaps are deep and the interior is a finely detailed monochrome Eighties delight.



1:43-scale Ferrari 500 Superfast

Matrix, £89.99

A jewel of a model that replicates a car owned by Prince Bernhard of the Netherlands, Matrix's Ferrari bristles with bespoke details, like the scooped-out quarter-bumpers with lights. Shame the seats look like they came out of a Matchbox toy, because the glassy-dialled dashboard is a highlight.



1:43-scale Mitsubishi Galant GTO

Norev, £39.99

We're prepared to bet you've never seen a GTO model like this diecast before. Panel gaps are decent given the relatively modest price, but it's the riot of chunky, cheesy, overly badged and plastichrome-edged Japanese period detail that gives this model such character.



1:18-scale Reynard F903

Minichamps, £229.99

This is Michael Schumacher's 1990 German F3 Championship winner, and would look ideal as part of a row of Schumacher single seaters. A simple sealed-body resin, but well-executed and sharp; even Michael looks fairly realistic.

All models are available from diecastlegends.com

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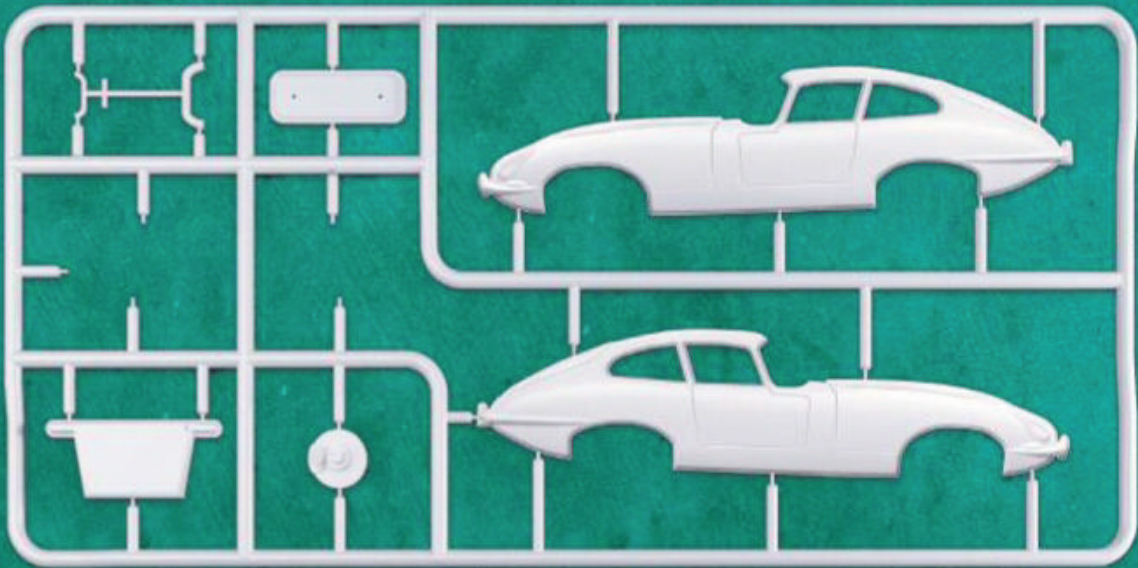
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PARTS FOR CLASSIC MINI | JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

Unfinished it may be, but Malcolm's E-type – seen here in Ireland – has clocked up more than 6000 miles this year



Our roving project

1966 Jaguar E-type 2+2 auto

Owned by Malcolm McKay (MMcKays@aol.com)

Time owned 4 years

Miles this month 3200

Costs this month £543

Previously MoT test, DVLA registration, a rebuilt 11AC alternator and a new set of shoes

Having a baby and moving to Somerset stopped restoration work on the E-type a year ago, but didn't stop us using the car – it certainly wasn't staying in the garage once it had its MoT and registration. Still missing most of the interior trim, it's noisy at speed, but great fun to drive.

Early problems included knocking from a worn driveshaft universal joint – the only one where I'd not been able to extract the screwed-in plug and grease the joint. I was delighted to find it easier to replace than it is on a Triumph Herald (though only if it's the inner one), because you don't have to touch the brakes. My vice at home wasn't big enough to press the joint out though, so I had to 'borrow' the press at the very helpful AC Motors of Steeple Claydon to swap it over.

My rebuilt 11AC alternator also failed, sadly. I'd previously had problems with reconditioned units on my Jaguar 420 so was delighted to see that SNG Barratt offers a new replacement, looking almost identical but producing a little more power – and cheaper than a reconditioned one. It's been perfect so far.

With a rally recce to carry out in Ireland in May, it was time for the E's first real test – 3000 miles around the Emerald Isle. A new speedo drive cable and right-angle drive went in first (an incorrect-length cable had been fitted before, which rested on the exhaust), and I sourced and modified a French-made child seat which proved ideal for baby Fiona in the back.

The E-type behaved extremely well in Ireland and made us many friends; its only issues were an occasionally reluctant auto gearbox, helped by ATF seal sweller, and a misfire cured by cleaning and adjusting the points. Not bad in my book.

With that first test passed, I decided to trust the car for another rally recce, this time to the Pyrenees and northern Spain in September. This would be a more severe challenge, with a long drive through France before and after, plus much hotter



An essential fitment was this compact car seat for baby Fiona

weather, and serious mountain passes with lots of hairpin bends.

The car came with a new alloy radiator and a Japanese-made electric fan to secure to it. It's absolutely adequate in traffic, and above 30mph air cooling is all it needs. However on tight mountain passes where the engine is working hard but speed is low, we found the fan couldn't cope – a stop to cool and top up the coolant was needed on a few of the passes.

I'd fitted a new Bell stainless exhaust system from SNG Barratt before setting off – unfortunately a speed bump took off one of the mountings off mid-recce, but the system stayed on and I was able to straighten and reinstall the bracket that night, also fitting a new set of points – the cam heel had worn away on the old ones – and adjusting the tracking, because the front tyres were showing signs of excessive toe-out. That apart, the car was brilliant and did all that was asked of it. We must find time to get some trim in it this winter.



At Mrs B's behest, finally there's a useable pre-war chariot on the drive – not that it's been problem-free...

Alvis in the family again

1923 Alvis 12/40

Owned by Nigel Boothman

Time owned Just bought it

Miles this month 20

Costs this month Purchase!

Previously Got the Scimitar back on the road, and twiddled thumbs over the Armstrong-Siddeley

So it turns out I do not have the time to restore a car. At least not when also repairing another classic (first a Volvo Amazon, then a Scimitar) and nursing an edgy fleet of semi-moderns through their MoTs. In the nine years since I bought my 1934 Armstrong-Siddeley project, my progress has been pathetic. I've still never driven it and, until the kids leave home 10 years hence, I probably never will.

The thing is, Mrs Boothman also prefers pre-war cars. Each spring she asks whether this might be the year that we take the Armstrong to the VSCC meeting at Prescott. And I always produce a sheepish shrug and it goes nowhere. So it was a kick from Mrs B – essentially 'find a nice Alvis and I'll go halves with you' – that set me looking.

Alvis? My father bought a 12/50 in the 1990s and we drove it all over the place

for the next 15 years, enjoying its cheerful, capable nature. So with that decision made, I did things in the wrong order. I should have joined the Alvis Register immediately but before I'd even sent off the paperwork I'd made an offer on a 12/40 – the sidevalve model that became the overhead-valve 12/50 in 1923. This was a June '23 car, but it had an early 12/50 overhead valve cylinder block and head on its original 12/40 crankcase. More importantly (to us anyway) it had its original, narrow, four-seat touring bodywork by the Midland Motor Company, and it looked smart and roadworthy. But it was in Wiltshire and we were in Edinburgh.

My father, much further south, dashed off to test-drive it. The report was only moderately encouraging: noisy gearbox, brakes badly adjusted, starts and runs well, looks nice. The car was being offered by Cameron Brownlee of Origins Classics near Avebury. Through the old car network we discovered friends in common, so I was happy to do the deal over the phone. The car was picked up by Don Bowell, who moves classic cars in the friendliest and most reliable manner, and unloaded on Boothman Sr's driveway in Cheltenham.



Carb received a quick rebuild to reset the float level

I met it soon afterwards, and I was surprised at how dainty it looks compared with the big 3.1-litre Armstrong. The road assessment was accurate but an unpleasant vibration develops above 40mph, so that needs investigating. And the seat squab is too high, so the windscreen rail is in my eyeline. And it runs a tad rich, and the clutch stop isn't set up right. But it's nice to work on something with BSF spanners again; and above all, it goes. You climb in, turn the fuel on, turn the ignition on, hit the starter and you're off.

I thought I knew how to drive crash-box cars with a right-hand change and a central accelerator but that isn't the conclusion you'd have come to if you'd heard me grinding my way to the Green Dragon in Cowley for lunch. Happily, I was better at it by the time I saw an invite from the Alvis Register's Peter Radford to join a fabulous line-up of Register cars at VSCC Prescott to celebrate 100 years of the marque.

Yes – at long last, we really did get to Prescott in our own pre-war car.

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A lot (No 52, to be precise) of car for someone, just not for Sam

Ah well – you win some, you lose some

1995 Chevrolet Camaro

Owned by Sam Dawson
(sam.dawson@bauermedia.co.uk)

Time owned 11 months

Miles this month 35

Costs this month £217
(auctioneer's commission plus sales fee)

Previously Test-drove a Midas

You find me in a philosophical mood this month. So often in this magazine we talk about smart buys; undervalued cars that represent safe places for your money. I unwittingly made a 'smart buy' a few years ago – my Peugeot 405 SRi, bought for just £1k and selling for twice that. The Camaro was bought with the proceeds after I realised how cheap they

were, how the fourth-generation's 3.4-litre V6 wasn't such a bad engine, and what an impressive car it seemed for the money. It's not unlike some TVRs in the way it drives.

Unfortunately, what makes sense on a pre-sale country-lane blast doesn't always translate well into real life. All I did with it was occasionally substitute it for my daily-driver Honda Civic, but found the Camaro's left-hand drive, Nile-like length and low nose incompatible with the reality of my narrow cul-de-sac, supermarket parking spaces and the stop-start traffic of the A15.

And then, by chance at the Goodwood Festival of Speed, I was reunited with my old karting mate Alex Hall. After graduating to tin-tops only to see his beloved Ford Fiesta XR2 smashed to bits by aspiring BTCC drivers, he bought a cheap Peugeot 306 GTi-6 and hurled himself into the world of hillclimbs and sprints. He was

enjoying himself more than ever, spending less, and doing it all in a fun road car that he didn't care too much about. I could picture myself doing that, but I'd return to my old favourite to do it in: a Toyota MR2.

The Camaro went up for sale for the price I paid for it, but only attracted timewasters. Having consulted a few experts I came to the conclusion that the market for American classics was softening, so I entered it in Anglia Car Auctions' November sale to salvage what I could before interest dried up.

The £1930 paid by the successful bidder fell £70 short of the low-end estimate, but no matter. I've got enough to buy a very nice Toyota MR2 Spyder, and I've driven enough cars to know you can't really beat an MR2 until you can afford a Lotus Elise or Vauxhall VX220. And when I can afford one of these, you'll know about it.

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CTJ3000GB	Pro Garage	3	£79.98	£95.98
CTJ3000QLB	Quick Lift	3	£86.99	£104.39
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11/550	2.5HP	9.5	50ltr	£139.98	£167.98
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JAGUAR XJ8 3.2 Ltr EXECUTIVE (X-308) 2001: Topaz with Cashmere hide interior. 16" 'Starburst' alloy wheels. Two owners. 41,000 miles only from new. Full service history. Full 'Executive' specification with air conditioning, electric sunshine roof, stainless steel trim pack, cruise control, rear parktronic, wood & leather steering wheel etc£8,995



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JAGUAR S-TYPE 3.8 Ltr 1964: Opalescent Dark Green with Suede Green hide interior. Chromium wire wheels. Manual (all-synchromesh) with Overdrive. 58,000 miles only from new. Purchased by ourselves in 1994 and exported to Holland from where it was repatriated a couple of years ago. One of the most original examples left and very rare as a 3.8 Ltr.....£38,500



JAGUAR XJ 'R' 4 Ltr SUPERCHARGED (X-308) 1998: Sapphire Blue with Oatmeal hide interior. 18" alloy wheels. One owner. 28,000 miles only from new. Very rare£14,995

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JAGUAR XJ6 3.2Ltr EXECUTIVE (X-300) 1996: Sapphire Blue with Oatmeal hide interior. Diamond cut 'Dimple' alloy wheels. Three owners. 16,400 miles only from new. Electric sunshine roof, air conditioning, wood&leather steering wheel and other usual refinements£9,995

JAGUAR XJ8 4 Ltr 'SPORTS' PACK (X-308) 2000: British Racing Green with Oatmeal hide interior with Burr walnut wood trim. 16x8" 'Eclipse' alloy wheels. De-chromed/colour coded external trim with mesh radiator grill etc. Wood&leather steering wheel. 'Sports' suspension. Two owners. 19,300 miles only from new.....£11,995

MERCEDES-BENZ CLK 320 ELEGANCE CABRIOLET 2003: Brilliant Silver with Anthracite hide interior and Brown Ash wood trim. Black soft-top. 16" alloy wheels. One owner. 38,000 miles only from new. FMBSH. Air conditioning, front & rear park-assist, sat-nav, electric memory seats and other usual refinements.....£8,995

MERCEDES-BENZ S500 SWB (W220) 2001: Tansanite Blue with Saffron Nappa hide interior. 16" alloy wheels. One private owner. 13,300 miles only from new. Full service history. Air conditioning, electric sunshine roof and other usual refinements.....£11,995

BMW Z3 2.8 Ltr 'WIDE-BODY' ROADSTER 1999: Arctic Silver with Black hide interior. Black electric soft-top. Alloy wheels. 5-speed manual gearbox. One owner. 40,000 miles only from new. Full BMW and specialist service history.....£10,750

JUST ARRIVED:

RANGE ROVER 4.6 VOGUE 2001: Blenheim Silver with Charcoal hide interior. Two Channel Islands owner from new. 13,000 miles only from new. Re-imported by ourselves earlier this week, please enquire for further information.

MG MIDGET MK 1 1962: Ice Blue with Blue interior. Black weather equipment. Steel wheels. 47,000 miles only from new. Known history from new. Original 'Home Delivery Export Scheme' example that was never exported, hence the export colour scheme. Please enquire for further information.

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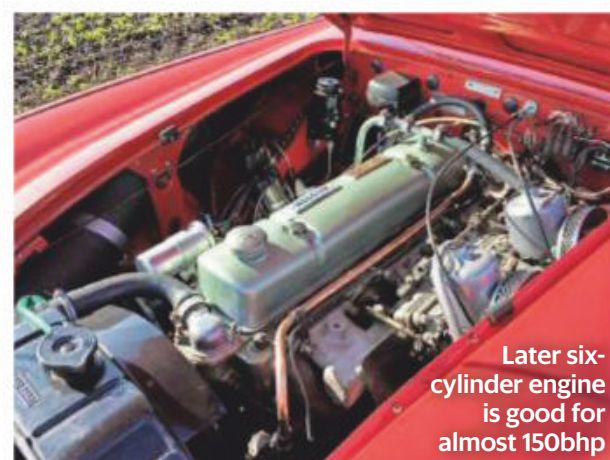
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Panel fit and paint are superb after a Nineties restoration



As near-perfect in here as you could wish for



Later six-cylinder engine is good for almost 150bhp

1962 Austin-Healey 3000 £49,995

As a MkII upgraded with a MkIII engine, this isn't one for the purists – but it may tempt a keen driver, says **Dale Vinten**

A lot of 3000s were exported to America and this particular example found its way to Canada, returning to UK shores in 1997. It's a MkII 2+2 convertible fitted with the more powerful MkIII engine, giving the best part of 150bhp. The car was fully restored, including the chassis, in the Nineties and the body panel fit is outstanding with the bright red paint retaining a shine that belies the age of the restoration.

All the chrome trim is in great condition with no weathering or pitting; the only issue we could find was some age-related wear to the driver's door handle. The red paint extends to underneath the car, which is also in fine shape, and there is not a single spot of rust to be found anywhere.

The original chrome wire wheels are flawless and are fitted with Continental Contact tyres, all of which show even wear and good tread depth.

The interior matches the rest of the car, being in superb overall condition. The black leather seats with red piping are wearing incredibly well and are firm yet comfortable. Door cards and carpets look

fresh and the dashboard has no signs of fading, cracking or peeling. The wooden Moto-Lita steering wheel shows little sign of wear. The roof and tonneau cover are an excellent fit and blemish-free, while the cabin remains dry and free from any evidence of water ingress.

All the instrumentation operates as it should. Water temperature goes from 170°F on first start-up to 180°F after a good run, while oil pressure reads 20psi at idle rising to 40psi under load, all indicating a healthy engine. The overdrive switch on the dash works and is a desirable option.

All mechanical components appear to be in great condition. The rear leaf springs and front coils are not sagging or cracked, the brake discs and pads all have plenty of life left and we could find no evidence of fluid leaks from either the engine or drivetrain. Under the bonnet it's clean and tidy with no hose deterioration. The twin SU carburettors operate perfectly and the exhaust note from the six-cylinder engine is absolutely fantastic.

The car behaves impeccably on the road. Throttle response is excellent and power delivery is wonderfully smooth throughout the rev range. Steering is a tad heavy at

parking speeds but lightens up on the road and is direct with no play. The car handles confidently with ample grip and minimal body roll in corners. The gearlever has a bit of a loose quality to it, but the gearbox itself is tight and gear selection is positive. The clutch is strong with no slipping.

This 'Healey comes with a British Motor Industry Heritage Trust certificate and extensive history folder showing thousands spent at specialist garages, including over £4000 in 2009 for, among other work, a new unleaded cylinder head. With the more powerful MkIII engine and the charms of the earlier BJ7 convertible, this 3000 is an appealing combination. It's maybe not one for the purists but, after that full restoration, we can't fault it.

CHOOSE YOUR AUSTIN-HEALEY 3000

- The MkI 3000 succeeded the Austin-Healey 100-6 in 1959. Available as two-seater (BN7) or 2+2 (BT7) with 2.9-litre BMC C-Series engine.
- The MkII was introduced in 1961 with three SU HS4 carburettors and an improved camshaft.
- BN7 and BT7 cars discontinued in 1962; 2+2 variant of the MkII (the BJ7) arrived. Carbs changed to two SU-HS6 units, and wind-up windows and wraparound windscreen fitted.
- The MkIII (BJ8) was launched in late 1964 in 2+2 form only, with a more powerful version of the C-Series engine and twin SU-HD8 carburettors, walnut-veneer dash and brake servos as standard.
- 1967 saw the end of production for the 3000 with almost 79,000 units built.

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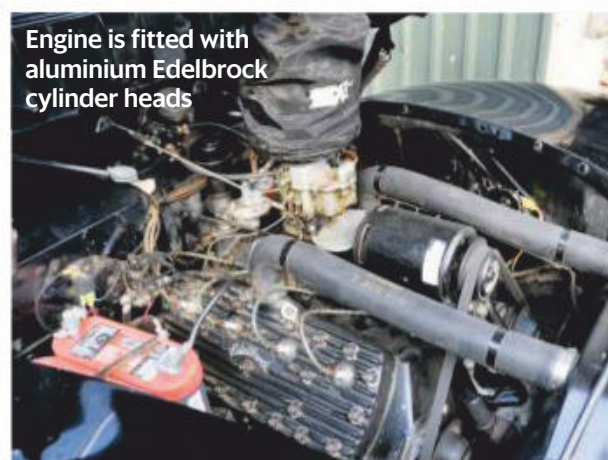
Price £49,995 **Contact** TRGB Ltd, Cambridgeshire (01487 842168, trgb.co.uk) **Engine** 2912cc ohv inline six-cylinder, twin SU carburettors **Power** 148bhp @ 5250rpm **Torque** 165lb ft @ 3500rpm **Performance** Top speed: 120mph; 0-60mph: 8.3sec **Fuel consumption** 20mpg **Length** 4001mm **Width** 1524mm



This old V8 warhorse is still only showing 15,500 miles, even after its long rally run



Standard bench seats and very little wear evident in the cabin



Engine is fitted with aluminium Edelbrock cylinder heads

1940 Ford De Luxe Fordor £40,000

It's very standard – and that makes it all the more impressive after the 2019 Peking-Paris Motor Challenge, says **Paul Hardiman**

Apart from wiping off some of the dust, this is as it finished the last (seventh) Peking Paris Motor Challenge, and in impressive condition for all that. It is remarkably – almost terrifyingly – standard too. No rollcage, bucket seats, Tremec five-speed or even any sort of underside skid protection here.

This is largely as it left the factory nearly 80 years ago. It could even be wearing its original paint, which would concur with the feeling this was a very low-mileage, original car before it was plucked from slumber and driven halfway across the world, now showing only 15,500 miles.

Modifications for the rally include a Brantz rallymeter, a pair of aluminium Edelbrock cylinder heads, a sock filter for the replacement Holley carburettor, electric fan, modern batteries, van tyres and a rack for two large jerry cans in the boot, which carries a multitude of spares such as cylinder head gaskets, brake shoes and a spare drive cable for the Brantz.

The body is straight, the only damage confined to a little light metal reshaping around the left rear bumper stay. The

brightwork is all pretty good, only one of the hubcaps is slightly dinged and the paint is lightly microblistered in places.

Underneath, it appears undamaged apart from light scraping on the differential, though the rally results suggest our team had a fairly gentle run, finishing last out of 24 in the vintage category. The tyres, Hercules TerraTracs with two spares, have almost all their tread remaining.

Inside, the standard bench seats remain, with harnesses. The velour is unworn, the headlining good and the carpets only have a few wear patches. The tripmeter is zip-tied on to avoid drilling holes.

The motor, rebuilt before the rally at Flathead City in Oregon, is minus some of its heater trunking, but the exchangers are still in place. It starts okay, with a lovely off-beat bass rumble, and is easy to conduct, with a decent and slick column shift, light steering thanks to low gearing, and nice sharp brakes. They pull to the right a little, but it has just been halfway around the world and then driven directly to selling dealer McGuire's after the finish.

Oil pressure is 10psi on the gauge, but at least that means it's reaching the crankshaft. There's plenty of torque, which

does show up a hint of clutch slip, though it's not certain whether that's down to worn friction plates or stickiness in the linkage, so it could possibly improve with use; the car has been standing for a couple of months, after all.

The most impressive thing is that such a standard design can tackle such an arduous 36-day drive and come out on the other side of it largely unscathed – but that's what these beam-axle, transverse-leaf chassis were designed for.

This fabulous old warhorse is still registered in California, and NOVA paperwork has not yet been applied for in case it is not permanently imported to the UK, but the selling dealer will help with the registration process.

CHOOSE YOUR FLATHEAD

- ▶ In 1932 the Model 40A flathead V8 (221cu in/ 3622cc) appeared as the immortal 'Deuce'.
- ▶ 1933 saw a new, longer chassis and minor restyling with chrome grille.
- ▶ Flatter grille, 85hp version appeared in 1934.
- ▶ In 1935 it was restyled again as Model 48.
- ▶ Models 74 and 87 were launched in 1937 with streamlined styling and teardrop headlights; an entry-level 136cu in (2.2-litre) V8 appeared.
- ▶ In 1938 Models 81A/82A arrived. De Luxe introduced, with heart-shaped grille.
- ▶ 1939 brought Models 91A/92A, with more rounded, 'streamlined' styling.
- ▶ 1940 restyle with wider-spaced headlights.
- ▶ 1941 brought a new design, with more integrated wings and optional straight-six.

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1940 Ford De Luxe Fordor

Price £40,000 **Contact** Gavin McGuire (gavinmcguire.co.uk, 01892 770310, 07770 316482) **Engine** 3622cc sidevalve V8 with aluminium cylinder heads, Holley twin-choke carburettor **Power** 85bhp @ 3800rpm **Torque** 155lb ft @ 2200rpm **Length** 188.25in/4782mm



1932 TJ 12/60 BEETLEBACK BY WILKINSONS



1953 TA 21 DHC BY TICKFORD



1936 SPEED 25 TOURER BY CROSS & ELLIS



1961 TD 21 SALOON BY PARK WARD



1962 TD 21 DHC BY PARK WARD



1966 TF 21 DHC BY PARK WARD

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1931 TJ 12/60 Beetleback By Carbodies; 1931 TJ 12/50 4 Seat Tourer By Breese; 1933 Speed 20 Tourer By Marshall's
1934 SF 16.95 Six Light Saloon By Holbrook; 1934 Speed 20 Racing Special By Henry Stoner
1936 Silver Eagle SG 16.95 DHC By Cross & Ellis; 1937 Speed 25 DHC By Charlesworth
1952 TA 21 DHC By Tickford in LHD; 1960 TD 21 DHC By Park Ward
1961 TD 21 DHC By Park Ward; 1965 TE 21 Saloon By Park Ward

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1964 ROLLS-ROYCE SILVER CLOUD 3. Smoke Green over Shell Grey Green Hide interior. 72,000 miles Just 4 former keepers. Good Service History. A first class example in outstanding condition **£89,000**



1934 ROLLS ROYCE 20/25 SPORTS SALOON BY PARK WARD. In Black Magnolia hide Interior Just 3 owners from new. Excellent history file. Known to us for last 6 years. A beautiful, rakish Park Ward sports saloon in exceptional original condition..... **£58,000**



1979 ROLLS ROYCE CORNICHE 5000 SERIES FHC Finished in Royal Blue with Magnolia hide interior. Known to us for many years. Last gentleman owner for 14 years. 65,477 miles. Just completed a full overhaul. A wonderful example of these increasingly rare and much sought 5000 series cars..... **£79,000**



1947 ROLLS ROYCE SILVER WRAITH FORMAL SALOON BY BARKER, with Division. Finished in Grey over Black with Grey hide interior. Good History File. Lovely condition..... **£35,000**



1989 BENTLEY MULSANNE S Finished in Light ocean Blue 43,000 miles full service history Light Blue piped Dark Blue interior History. One of the best and most original examples of this scarce model. **£16,000**



1985 ROLLS-ROYCE SILVER SPIRIT Royal Blue Magnolia Hide Interior 37,000 miles. 2 owners, first for 28 years. Impeccable service history mainly with Rolls-Royce. Exceptional throughout. A true collectors CAR..... **£17,500**



1988 ROLLS-ROYCE SILVER SPIRIT Cobalt blue Magnolia piped Blue Interior 81,000 miles 2 owners. Breathe taking service history. Exceptional condition. The best example of this year we have seen **£16,500**



1972 ROLLS-ROYCE CORNICHE CONVERTIBLE Finished in Regal Red with Tan hide interior. Presented in stunning condition throughout. New white wall tyres, recent mechanical overhaul, outstanding bodywork. Fully serviced with 1 years MoT. **£75,000**



1934 3 ½ LITRE DERBY BENTLEY CONVERTIBLE by Park Ward. Finished in Brown and Cream with Dark tan hide. Owned by the Duke of Grafton. A unique body design, special order, one off coachwork. A stunning example in exceptional condition..... **£160,000**



1963 ROLLS-ROYCE SILVER CLOUD III finished in original Pine Green with Light tan hide Interior. Genuine 102,000 Miles from new. 1 family owner from new. father and son. A stunning example in exceptional condition. **£72,000**



2003 BENTLEY ARNAGE T Finished in Silver Storm with Beluga hide interior. 37,000 miles with full service history with Bentley main agents. outstanding condition throughout..... **£30,000**



1965 ROLLS-ROYCE SILVER CLOUD III Midnight Blue Light tan hide, 68,000 miles. Just 3 former keepers. Exceptional..... **£95,000**



1997 BENTLEY BROOKLANDS SWB Light Pressure Turbo finished in Red Pearl Magnolia piped Red interior. 54,000 miles Full Service history. Known to us for the last 13 years. 3 former keepers. Outstanding condition. Head gaskets to be replaced prior to sale **£22,000**



2002 BENTLEY ARNAGE T Black, 68,000 miles. Magnolia Hide with contrasting Black stitching. Full service history with main agents and specialists. A very handsome example in exceptional condition throughout **£28,000**



1980 ROLLS-ROYCE SILVER SHADOW 2 ANTELOPE. Tan hide piped Brown. 60,528 miles. Full service history. Excellent condition throughout..... **£28,500**



2000 BENTLEY ARNAGE. Red Label Royal Blue Magnolia piped Blue Interior. 97,000 miles. Full service history. 2 former keepers. Recent replacement from the head gaskets. Exceptional condition..... **£22,000**



1937 DERBY BENTLEY 4.25 LITRE PARK WARD SPORTS SALOON Dark Grey and Cream Light Grey hide interior. Very well maintained by specialists. Large history file. A magnificent driving Derby Bentley with up-rated rear axle. Wonderful throughout. **£65,000**



1923 ROLLS-ROYCE 20 HP DOCTORS COUPE BY WINDOVERS CONVERTIBLE Finished in Maroon with black wings. The interior is trimmed in Black hide with Black Wilton carpets. This extremely pretty example runs and drives beautifully, courtesy of regular servicing and maintenance **£62,000**



1976 ROLLS-ROYCE CORNICHE FHC. Midnight Blue. Blue hide Interior Known to us since 1980. Full service history. 83,226 miles A beautiful and very original example of this much sought after model. ... **£56,000**



1982 ROLLS-ROYCE SILVER SPIRIT finished Exeter Blue Magnolia hide interior. Covered just 46,000 Full service history. Known to us for last 8 years. Beautiful example..... **£16,500**



1993 BENTLEY TURBO R finished in Diamond graphite Magnolia, Hide Interior, 52,000 miles. Service by Bentley up until 2010 then by specialists. Last of the pre head gasket cars. Exceptional condition throughout **£17,000**



2000 BENTLEY ARNAGE RED LABEL finished in Silver Tempest 98,000 miles Full service history with main agents and specialists Sandstone hide piped Blue An extremely smart example. Wonderful condition throughout **£16,000**



1998 BENTLEY ARNAGE GREEN LABEL (Red label look alike) Finished in Silver Pearl. Magnolia piped Blue interior Covered 62,829 4.4 BMW Twin Turbo V8. Picnic tables. Electric rear seats. Excellent condition **£20,000**



1956 ROLLS-ROYCE SILVER CLOUD 1 SC10 by James Young No. 5 of 24. Light Grey over Lavender Grey Magnolia Hide Excellent history file with much recent, no expense spared work. A wonderful example of this very scarce James Young design. One of just 21 made. Exceptional.

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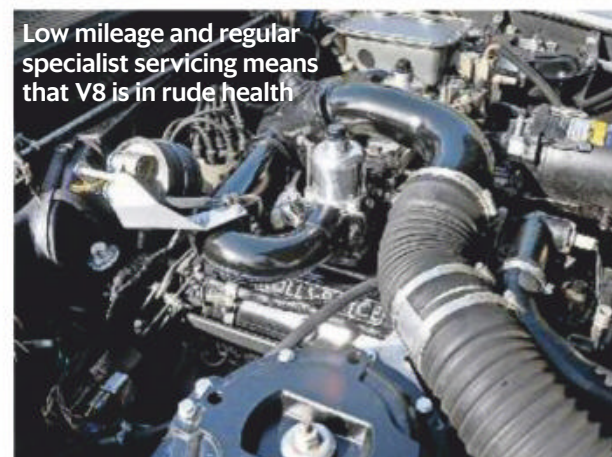
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Expensive 1994 respray has lasted well, but some of the chrome needs attention



Some veneer wear, but re-treated hide is superb



Low mileage and regular specialist servicing means that V8 is in rude health

Rolls-Royce Silver Shadow 2 £29,000

Serious mechanical and body expenditure plus painstaking maintenance set this late Shadow apart, says **Paul Hardiman**

This very tidy Silver Shadow has a comprehensive service history and has barely been used since 2011.

Supplied new by Mann Egerton of Nottingham, it was originally registered AJM 9 and sold to the second owner a year later at 10,904 miles. The third owner covered 35,000 miles in seven years; bills for this period total £18,000 when a Rolls-Royce factory handling kit of uprated springs and dampers was fitted.

It was sold on again in May 1994 and re-registered 2T, at which point £23,000 was spent on a bare-metal, screens-out repaint in its original Shell Grey over Dark Tudor Grey, finished off with hand-applied red coachlines. The service book has 15 stamps to 75,121 miles in May 1995 when the last owner bought it.

The history file includes handbooks, invoices from Rolls-Royce main agents and specialists and every MoT back to 1986. The most recent bills date from June 2019, for brake hoses, alternator, silencer, plus new calipers in July 2019.

The body is very straight aside from one small ding in the offside rear door. The

rear wheelarch lips are in good condition and there are no cracks in the paint around the rear window. The bumpers are fine, save for one rear quarter finisher being slightly wavy and misaligned, which is fairly normal on these large-bumper S2s - but some of the side chrome and the door handles are a little tarnished and the wheeltrims are lightly scraped and dinged. There's no discernible rot, but the sill undersides will need a clean, paint and Waxoyl before too long.

There are no leaks underneath, and plenty of grease on the handbrake linkages. Tyres are correct Avon Turbosteels with plenty of tread. The front crossmember is slightly damp but there are no leaks from the steering rack. The plugs are new, transmission fluid clean and pink, coolant green and full and engine oil clean.

Inside, the re-treated St James Red leather is shiny and the carpets unworn under thick lambswool overmats. The veneers are good but starting to lift/delaminate around the right ashtray and there's slight wear around the air vents and a crack under the 'fasten seatbelts' light.

It goes noticeably better than the S1 we drove immediately before (December

2019), its firmer steering and a heavier feel on the road more in keeping with modern times. Gearchanges are smooth and kickdown responsive. The brake pedal feels wooden and unpredictable but press harder and the calipers bite well and the discs pull up straight. The car has since received two new brake accumulators.

Nearside seat fore/aft adjustment aside, all the electrics work, including the oil level function in the fuel gauge. All gauges remain in the normal range while driving. The aircon blows only weakly cold but will be regassed before sale and, in keeping with its history of being serviced to within an inch of its life, all of its life, the car will be checked once again before it leaves.

CHOOSE YOUR SILVER SHADOW

- ▶ Silver Shadow superseded Silver Cloud in 1965. The 6230cc V8 was carried over, but monocoque construction was radical.
- ▶ Two-door saloons were introduced in 1966, built by James Young and Mulliner Park Ward. The latter also built a convertible in 1967.
- ▶ GM400 three-speed auto was standardised in 1968, a year before long-wheelbase models were debuted. V8 grew to 6750cc in 1970.
- ▶ Tweaked MPW convertibles were renamed Corniches for 1971. Standard saloons received wider tyres and flared wheelarches in 1974.
- ▶ Series 2 cars came out during 1977, with plastic-faced bumpers, a front spoiler, new facia and split-level air-conditioning. They persisted until 1980, although the Corniche and its Bentley Continental sister continued to 1995.

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1979 Rolls-Royce Silver Shadow 2

Contact Ghost Motor Works Ltd, Claygate Cross, Kent (01732 886002 ghostmotors.co.uk) Engine 6750cc ohv V8, two SU carburettors Power c.240bhp @ 3500-4500rpm Torque c.400lb ft @ 2500rpm Performance Top speed: 115mph; 0-60mph: 11sec Length 5190mm Width 1280mm Mpg 13



With low mileage and a lovely Lavender body, this Sov looks a treat



Interior is in almost as-new condition



Clean engine bay houses 2.8-litre six

1973 Daimler Sovereign Series I £29,995

Hanker after an early XJ but prefer something more exclusive?

This stunning Sovereign could be it, reckons **Theo Ford-Sagers**

Slide into the undamaged leather, clunk the rust-free door shut and you're left in no doubt that the 11,000 miles on this Sovereign's odometer are genuine. The service history supports it with plenty of old MoT certificates and receipts.

This car saw little action from 2009 to 2015, but in 2018 had a £2500 recommissioning by the vendor, including carburettor and radiator refurbishment, and a few new joints and bushes.

Unfortunately the 2.8-litre XK engine was misbehaving on our test, flooding itself during warm start-ups, but the vendor is on the case. Once running, the engine proves to be in rude health, ticking over beautifully at 700rpm. It pulls well, easily creaming its way to 4000rpm and beyond, and the manual gearbox changes ratios smoothly, including overdrive.

The steering is light and steady with no wobbles, and the car glides over rough surfaces with the pace and grace you'd hope from an old-school Jag. Oil pressure sits at a healthy 60psi during cruising, and the temperature needle settles in the middle of the gauge. The only downside is

a non-functioning speedometer, coupled with a very noisy cable, which is on the vendor's to-do list.

The interior feels almost as-new, with perfect headlining and door cards, and only slight creasing on the front seat bolsters. The cubby box is undamaged, but the latch mechanism isn't holding. The dash has no cracks or fading, and all the equipment is in working order - including the clock, radio and dash light. The boot trim is tidy, but its interior safety lamp is loose.

The engine bay is lovely. Old adhesive indicating lost insulation under the bonnet is the only thing worth criticising. Apart from MAX electronic ignition and an Optima battery, it all looks clean and original, with many recent hoses and what appears to be original paint on the exhaust manifolds. There are no leaks and the oil is clean. Details like new bonnet seals, freshly painted air filter box and proper copper washers beneath the stainless, domed cam-cover nuts complete the picture.

The chrome bumpers are unblemished. All four main lights are Lucas sealed-beam units, and the lamps and glazing all round are in perfect order. Each panel gap is exactly as it should be and we

didn't find any chips or scratches in the Lavender paintwork - which is mostly original although, judging by how fresh it all seems, may have had some attention around the lower areas. The set of Maxxis Victra 205/70 R15 tyres have almost full tread and even wear.

Structurally the car seems excellent, with no apparent welding. Underseal has been applied and the wheelarches look solid. There's the beginnings of rust around some seams near the sills that needs catching early; nothing ugly, but a reminder that it deserves to be kept garaged.

Most surviving Sovereigns are on SORN, especially Series Is. If you have the cash to splash, this really could be a wonderful asset. Dare you put miles on it?

CHOOSE YOUR DAIMLER SOVEREIGN

- ▶ After acquiring Daimler in 1960, Jaguar first offered a Daimler-badged Sovereign from 1966. Only minor cosmetic details and slightly superior trim distinguished it from a fully equipped version of the 420 it was based on.
- ▶ October 1969 saw the first XJ6-based Daimler Sovereign. Main differences were badging, small trim details and a vertical-fluted radiator grille. Both 2.8 and 4.2-litre XK engines were available.
- ▶ In 1975, during Series II production (1973-79), a 3.4 version of the XK engine replaced the 2.8, increasing output to 161bhp. In the same year the optional long-wheelbase became standard.
- ▶ 1983 saw the Daimler Sovereign badge dropped, although Sovereign and Daimler came to denote separate trim levels of the XJ.

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1973 Daimler Sovereign

Price £29,995 **Contact** Classic & Sportscar Ltd., North Yorkshire (01944 758000, classicandsportscar.ltd.uk)

Engine 2792cc XK straight-six, dohc, SU carburettors **Power** 180bhp @ 6000rpm **Torque** 182lb ft @ 3750rpm

Performance Top speed: 116mph; 0-60mph 11.2sec **Fuel consumption** 18mpg **Length** 4813mm **Width** 1768mm



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1966 Aston Martin DB6 MKI – In Silver Birch with Blue upholstery and manual ZF 5 speed transmission. This is an original UK RHD matching numbers, correct car with a fabulous well documented history. EZ power steering fitted. This is a detailed, superbly presented and exceptional driving car that has clearly had a meticulous, discerning owner who has taken it to a very high standard..... **£399,995**



1966 Ford Mustang 289 V8 Coupe – This is the not the typical, average Ford Mustang 289 V8 Coupe we see on the UK market. This is a very correct, original car with provenance, exceptional history dating back to 1966 and a genuine 66,000 miles from new. The Ford was supplied new by Fred Lautze Inc on Airport Blvd, San Francisco, California on the 21st April 1966 to Fulvio Garzoli, a WWII veteran of the US Navy residing in San Francisco. The Mustang then spent 33 years in the City (its whole time in the USA), changing hands just small number of times. The original Ford Mustang service book is with the car..... **£23,995**



1956 Chevrolet Corvette C1 – 229 UYT is very impressive on the road, the 265ci V8 engine is outstanding with superb power and performance, the three-speed manual gearbox is faultless, and the Corvette handles and stops correctly. All electrics are in excellent order, the underside of the car is structurally superb, and the body presents beautifully with a lovely standard of paintwork and chrome. Both hard top and soft top are in very good order and the interior finely presented. This is a fabulous example in one of the most attractive colour combinations, and since restoration it has nicely been run in, further fettled and is ready to drive and enjoy..... **£79,995**



1966 Morris Minor Convertible – From 2007 to 2012 Morris spent five years in the warm climate of Gibraltar, owned by one of our long term customers and it was used for general local outings and many local rallies. GHP 718D was then sold by us in 2013 to another long term customer who enjoyed the Morris for three years. Improvements since first selling the Morris in 2013 include an excellent replacement rear axle which was cleaned, painted and fitted to the car. The car has been thoroughly protected with Dynax being injected and and sprayed in various areas to the car ..**£10,995**



1949 Bentley MKVI Standard Steel Saloon – Beautifully presented. Subject of a bare metal, extensive restoration. The Bentley comes with thousands of pounds worth of invoices for the recent expenditure, RREC copy build sheets and continuation logbook copy, tool kit and retains its original chassis and engine confirming this is a matching numbers car..... **£39,995**



1985 Lotus Esprit Turbo – This low mileage, largely original Lotus Esprit Turbo is a very significant car. C957 XSC is the 1985 Motor Show Car, fitted with a dated commemorative plaque and coming with history from new. The car has recently featured on the front cover of a recently published book on the Lotus Esprit. In 2017 the turbo was reconditioned by Turbo Solutions, the carburetors were stripped and ultrasonically cleaned and rebuilt with genuine Dellorto parts and the wheels fully re-furbished..... **£34,995**



2003 Morgan 4/4 – This beautifully presented Morgan 4/4 has covered just 16500 miles and has had just two owners from new. The Morgan both presents and performs as expected of an ultra-low mileage example. It has been garaged, kept in excellent condition and whilst covering exceptionally low annual mileages, has always been maintained as necessary and kept completely on the button and ready to go. The 1796cc engine performs faultlessly, it offers impressive performance, smooth gear changes and offers reliability and modern-day performance..... **£26,995**



1962 Jaguar E-Type Series One 3.8 FHC – UK, matching numbers. A beautiful example, certainly worthy of winning shows and events. The car has been rebuilt to a very high standard and the condition is exceptional throughout the car. The rust free bodysell is outstanding and bonnet and door gaps are excellent. The paint finish is first class and the engine bay has been detailed superbly **£124,995**



1962 VW Splitscreen Van – The superb original body was re-painted and the Van subject of thousands of pounds worth of expenditure and is today offered with a fantastic specification and is very, very quick. The VW has had an expensive Richard Morana 2165cc engine built to the high spec with Magnum plus heads (42 inlet, 37 exhaust) fully reworked and polished, combustion chambers balanced, dual heavy duty springs, lash caps fitted to valves, 1.5 to 1 Auto Craft rocker assembly, dual Webber 48 IDF carburetors matched and ported to bigger bodied manifolds, in turn match ported to the cylinder heads and Hexbar throttle linkages..... **£46,995**



1953 Bentley R Type – This impressive Bentley R Type was delivered new on the 8th May 1953, finished in Midnight Blue with Tan leather upholstery. Our R Type was supplied new by Jack Barclay Ltd, Berkeley Square, London to a sub retailer, A Owen Ltd in Park Hill Clapham, South West London. Between 2008 and 2010 over £20,000 was spent with Royce Service and Engineering in Surrey, the Bentley was treated to bodywork and paintwork, restoring interior woodwork and further general upkeep...**£39,995**



1959 Austin Healey 3000 MKI – This wonderful driving, long distance touring Austin Healey is a matching numbers car, supplied new for the LHD North American market in Colorado Red, Spent 31 years in the USA before being registered in the UK during 1993 (three years after its arrival). Subject of a major restoration in 1990. Toured Europe extensively and ready for the next adventure..... **£54,995**



1936 Alvis Speed 20 4.3 litre Vanden Plas Special – This wonderful Alvis Speed 20 4.3 litre carries the distinction of being the best driving, most thoroughly enjoyable 1930's tourer we've had in the 27 year history of the company. Subject of a complete rebuild using an authentic original Vanden Plas body..... **£124,995**



1950 MG TD – 1932 HL started life in South Africa. The carburetors were re-furbished, brakes were stripped, freed and adjusted, new brake shoes fitted and all brake pipes were secured. The propshaft was removed and the rear joint replaced, all axle fittings tightened, fuel tank fittings tightened up, the suspension and the various required points greased and the engine fully serviced and all relevant fluids changed. The MG was also treated to new exhaust mounts, new headlamps and various new lamps and rubbers..... **£22,995**



1968 Jaguar E-Type Series II 4.2 Roadster – This is a superb driving, ultra-usable and very genuine UK supplied, matching numbers Jaguar E-Type Roadster that's still in its original factory colours of Willow Green with Black leather upholstery. This really is a great buy; with excellent provenance, history, matching numbers and is offered onto the market at a very sensible price **£89,995**



2004 Ferrari 575 Maranello – This truly outstanding Ferrari 575 Maranello has covered just 30,000 miles from new and has an impressive, full main dealer service history. This magnificent example was ordered new through Ferrari dealership HR Owen on the 19th July 2004 in Blu Tour De France with Beige Hide upholstery and was supplied with Red Brake Calipers, Blu Scuro Dash/Pillars, Scuderia Ferrari Shields, Beige leather Rear Shelf, Blu interior stitching, Blu Scuro Steering Wheel, Additional Glove Compartment and Supaguard taking the full 'new' price before discount to £167,000 ...**£99,995**



1960 Jaguar C-Type Recreation – We are delighted to offer this magnificent, 1960 period Jaguar C Type onto the market. A carefully built recreation that appears remarkably correct with an aged, original but super high-quality feel. Built in the 1980's by a professional engineer and Proteus founder Jim Marland. The C Type stayed with just the one owner for over thirty years..... **£89,995**



1954 Morris Minor Series II Saloon – This is a delightful Morris Minor Splitscreen that has been in the same family since 1974. With the Morris Minor Specialists in the region of £16,000 was spent on the car. The body was stripped down and restored as required, then fully re-painted. It's arrived with us in lovely order presenting with nicely aged paintwork, excellent bodywork, a beautiful largely original interior and having covered relatively low mileage since the major mechanical restoration, the car is in very strong condition **£6,995**



1995 Aston Martin Virage Volante Widebody – First owned and registered by Aston Martin Lagonda Ltd with their very own factory display plate 'AM V8'. Only 26 factory built Widebody cars were ever produced. In 2017 at 22912 miles this car had over £10,000 spent with prominent Aston Martin classic specialists in the South of England. Body and paintwork are presented in beautiful condition. Stunning Green piped Parchment leather. **£149,995**



1957 Jaguar XK150 3.4 FHC – This exceptional driving Jaguar XK150 FHC left the factory finished in Carmen Red with Black trim and was manufactured on the 8th October 1957. Still in its original colour combination and retaining its original 3.4 litre engine. Its original 3.4 litre engine performs beautifully with a lovely note, holding excellent oil pressure and it pulls strongly through the gears with lots of power. The gearbox is notably smooth, gear changes are slick and the overdrive comes in and out nicely. The XK holds the road well, handling is excellent and the brakes are sharp and efficient..... **£79,995**



1927 Morris Oxford Doctors Coupe – Recently subject of a major mechanical overhaul and comes back to us in exceptional mechanical condition. drives incredibly well and is a fabulous fun on the road. The car was clearly rebuilt to a very high standard judging by the level of detail and work carried out when it was restored. Very honest, rare and collectable Oxford that can be driven with confidence. **£17,995**

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Mercedes 300SL sports 1989 personal reg; number, finished in Nautic blue with cream hide interior, rear seats, headrests, over mats, hard and soft tops, tinted glass, stereo system, abs brakes, automatic, power steering, alloys, power windows, central locking, cruise control, complete with original fire extinguisher, and all tools, very special vehicle loaned to Mercedes for promotion, this car has only 39,000 miles from new, with full Mercedes history, every mot, recent service, garaged from new, drives like new.....£48,750



Bentley NEW, GTC, V8S, 2018 finished in sand stone with dual hide interior, magnolia and tan, with matching power top, this mulliner bespoke interior is outstanding, 21 inch alloys, to many extras to list just stunning. £POA



Jaguar SS 100 built in 1968 by the famous Birchfield coach builders in hand crafted aluminum, based on the 1936 SS 100, These cars are very rare only 22 were ever made this is number 12, these cars have over tripled in price in the last few years, because of the investment side of it, plus they drive beautiful, Hardly ever for sale although we have had six of these masterpieces. Finished in gleaming (black tulip) with matching hide interior piped in red, matching carpets, headrests, walnut veneer dash board, power steering, manual with overdrive, sparkling chrome wire wheels, with white side tyres, large chrome headlights with chrome mesh grills. Twin spots, radio stereo, triple carbs, 4.2 litre, 4 pot vented discs brakes, all weather equipment, probably the finest coach built repro in the world this car is just breathtaking.....£POA



Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout.....£135,750



Mercedes 380SL Sports 1984 Finished in Astral Silver with Navy Blue hide interior and Blue dashboard, Walnut veneers, headrests, over mats, Blaupunkt stereo system, hard top, soft top as new and hardly used, alloys, tinted glass, power mirror, rear seats, headrests, automatic, power steering, power windows, first aid kit still in factory wrapping, tool kit, only 61,000 pampered miles from new, with complete service history, accompanied with a set of old mot certificates, with original paperwork and invoices, as well as hand book from new in original wallet, This car has been garaged from new and drives like new and very smooth, Totally stunning and one of the best, unbelievable condition.£37,500



Mercedes Sports 350SL 1980 finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys, this car has only covered 45,000 original miles from new, with full Mercedes history, and all old MOTs, and invoices Complete with all original tools, Recent full service, garaged from new, this car must be one of the finest to be on offer..... £35,750



Rolls Royce Phantom VI State :imousine 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, air conditioning, occasional seats, only two owners and only 18,000 miles from new £250,000



Mercedes Sports 280SL Pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats, only 73,000 miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. One lady previous owner A breathtaking example. More pictures available on our website. £129,500



Mercedes 230SL Sports 1966. Finished in porcelain white with as new black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years. Original service books and original handbook. Entered in many events here in the UK and Europe. Many old MoTs, fitted stainless exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found.....£89,750



Bentley 1956 coachbuilt BY hooper (Empress Line model). Finished in Gleaming two-tone green with fine coach lines to complement the coachwork, with matching green hide interior, with glass like finish walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overrugs to the interior, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning or for the pure pleasure of driving, possibly the finest in the world, a fine investment at only £65,750



Jaguar E Type V12 1971 2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs, this car is just stunning one of the best there is garaged from new.....£86,500



Mercedes Sports 420 SL 1989 one of the last of this model, finished in gleaming signal red with superb black hide interior, piped red, rear seats, hard and soft tops, tinted glass, power windows, auto, cd player, alloys, overmats, full service history, this car is just stunning probably one of the finest £39,750.



Jaguar E Type 1970 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example £69,750



Mercedes Sports 1987 420SL finished in nautic blue with dove grey hide interior, head rests, rear seats, hard and soft tops, tinted glass, power windows, central locking, power steering, heated seats, ABS brakes, alloys, cruise control, stereo system, long last owner ship, garaged from new, with impeccable service records , thousands, spent to keep this car in the fantastic condition it is in today ,drives like new £38,750



Range Rover Sport Diesel HSE Dynamic 2015, finished in aruba with black roof, with contrasting interior, full lenth panoramic roof, power fold away tow bar, 22inch wheels, side steps, tinted glass, only 28,000 miles, with history just serviced, only two owners, huge spec please call for details, this car is just stunning, could be mistaken for new £49,750



Mercedes Hearse 1998. Coach built by Colman Milne finished in Masons Black with superb interior, double deck, bearer seats, walnut veneer decks, automatic power steering, stereo system, power windows, only two owners and only 79,000 miles. Maintained to a very high standard, drives like new, totally superb, always garaged, limousines to match if required.....£13,750



Daimler Sovereign 420 1967 finished in golden sand with cherry red hide interior, automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new, and only 53,000 miles with a folder full of history and old MOTs. complete with original tool kit, having only three owners from new the last owned 34 years, a superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic. £36,750



Bentley 1964 series 111 Finished in Dawn blue over Silver, with dove grey hide interior, picnic tables to rear, lambs wool overrugs power windows, automatic, stereo system, power steering, this is a very original example of this model and becoming quite rare, complete with all tools, and history file, to include original handbook low ownership, always garaged, exceptional example always garaged, drives superb. £48,750



Mercedes Sports 300 SL 1987 finished in gleaming signal red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used, garaged and stored for many years, making this a very low miles of only 23,500 miles, with service book and old MOTs, this Mercedes could easily be mistaken for new..... £55,750



Mercedes 560SL Sports 1987, left drive, finished in gleaming signal red with beige hide interior, headrests, hard and soft tops, this flagship of the Mercedes SLs, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats, only 27,000 miles from new with service history, only one owner, garaged and pampered from new..... £46,750



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior, picnic tables to rear, with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfect, one of the last of this handsome model, only two previous owners, fabulous history, original handbook, fantastic to drive you can hardly here this car running and could be driven anywhere in the world, it runs very silent and smooth with no rattles or noises, we have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a life time to acquire a very rare Rolls Royce and excellent investment that can be used every day.....£86,750



Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built. finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full taneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment.....£85,750



Jaguar E Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward engineering, Coopercraft brakes, this unmoleted car has only 15,000 miles from new and looks only two years old, A chance in a lifetime to own a very rare E type, Which has mellowed to an amazing condition, This car is just remarkable..... £165,500



Rolls Royce Phantom 11 Sedan de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophies, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment £275,500



London Taxi 2002 Golden Jubilee model only fifty of these cabs were made for the Queens Jubilee, making them very rare and collectable and increasing in value, usual extras, power steering, automatic transmission, glass divider, occasional fold down seats, wheelchair access, power windows, radio and stereo, all tools, drives superb £9,750



Rolls Royce 20/25 1934. Coach built by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments, side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example £57,750



Jaguar E Type V12 roadster 1973. Finished in the period primrose yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used, complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition, this E Type drives superb and is just stunning £135,750. More pics on our website.



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. just stunning £125,500



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain £145,750



London Taxi TX2 2004, finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheelchair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent £5,750. More pics on our website. Free delivery. Large choice.



Mercedes E240 1999. 6 door limousine, finished in Masons black, with dove grey hide interior, headrests, power steering, automatic, power glass divider, alloys, abs, stereo, CD player, air conditioning, this superb car has only one owner from new, and only 66,000 miles, with full history, garaged from new, and is just magnificent, drives like new £8,750 CHOICE OF 6



Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website £125,750



Bentley GT Continental 2005 finished in Beluga black with black hide interior, walnut veneer dash, premium stereo system, many more extras, only 32,000 miles with full service history, only 2 owners from new, always garaged, could be mistaken for new. £28,750



Corvette Stingray Coupe 1967 finished in gleaming silver pearl with soft back hide interior, AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine, with 350 HP, only 2 owners 32,000 miles last owner 40 years these stunning looking cars are becoming very rare and valuable totally superb £119,500



Jaguar E Type V12 Roadster 1973/4, Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new, with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show £145,500



Ferrari 1986 328 GTS left hand drive, finished in rosso red with tan hide interior, headrests, manual transmission, stereo, power windows, air conditioning, tinted glass, alloys, very expensive exhaust system, nero dashboard, original removable roof in black vinyl, and aeroflye, original tool kit and jack kit, 29,000 miles, good history and invoices in original leather wallet, recent service, magnificent example £115,500



Ford Zodiac MK1 1956 finished in Dorchester grey over winchester blue, with matching hide interior, manual with overdrive, this car has been correctly stored for over 50 years, not a restored car but an excellent original example, stereo system, steel period sun visor, fitted hunting lamp, badge bar with badges original twin spot lights, only three owners drives good, very difficult to find another like this one. a fine investment £28,750



Jaguar E Type 1972 V12 Roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, overmats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and in totally superb condition, just stunning £145,500



Jaguar E Type 1970 2+2 finished in old english white with as new black hide interior piped white, automatic transmission, sparkling chrome wire wheels, with new white band tyres, stereo, complete with all tools, this car has had a recent full engine overhaul, and over the years thousands spent with all invoices, old mots, original hand book, old tax discs, the history must be seen with this car £68,750



Ferrari 1987 328 GTS left hand drive, finished in Rosso red with tan hide interior, manual transmission, headrests, stereo, power windows, air conditioning, tinted glass, nero dashboard, alloys, original black vinyl removable roof, and matching Aeroflye, only 25,000 miles from new, with excellent history with invoices, and original leather wallet, recent service, very fast appreciating asset. Just stunning, complete with tools, and Jack kit. This is a superb original example never seen rain, drives like new £125,500



London Taxi TX2 2005 finished in Black with superb interior, occasional seats, power steering, wheelchair access, automatic, power windows, stereo system, glass divider, low miles, original handbook very difficult to find another like this one. Large choice £6,750



Mercedes 1988 560 SL Sports Left hand drive, finished in Smoke Silver with Brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, auto, power, expensive Mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent £39,750



Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment £157,500



Hillman Super Minx Convertible 1963 This very rare model is finished in glacier white with superb cherry red interior with piping, and matching convertible top, original radio, personal number plate, manual transmission, original supplying dealer plaque on dashboard, complete with original tools, handbook, history folder and old MOTs, only 3 owners from new, and only 55,000 miles, excellent restoration thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb, always garaged. amazing condition and a fine investment £26,500



Bentley GT continental 2004 finished in Moonbeam silver with nautic dark blue hide interior, stereo, many more extras, drives superb, magnificent example, 85,000 miles service history, just serviced. Garaged from new. What value at £19,750



Mercedes 560 SL Sports. Left hand drive, 1988, finished in the most delightful unmarked colour impala metallic colour coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, Centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset. Probably the finest SL ever made. Superb to drive and absolutely stunning £38,500



Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types £125,500



Jaguar E Type 1973 V12, 2+2 finished in azure blue with navy blue hide interior, headrests, overmats, tinted glass, adjustable mirrors, stereo system, brand new chrome wire wheels and full length webasto sun roof, white side tyres, automatic transmission, power steering, this car is amazing having been stored since 1978, only covered 6000 miles, bills and invoices available, original handbook and tools, drives superb, brilliant investment £79,750



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant arctic white with superb contrasting interior, hard and soft tops, automatic, power steering, cd stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard it is today and only used on summer days, only 58,000 miles from new, supplied with original hand book, various invoices and most old MoTs. Original tool kit. It would be very difficult to find another to even come close to the condition of this one, simply amazing £135,750



1997 Ferrari F50 (LHD)

Accompanied by Certificate of Origin. 5,591 miles from new.
POA



1990 Ferrari F40 Catalyst/Non-Adjust (LHD)

Just 18,700 miles from new & complete with books & tools.
POA



2002 Ferrari 550 Barchetta (RHD)

Classiche certified & just 2,000 miles from new.
£279,950



2011 Ferrari 599 GTO (RHD)

Equipped with Bose sound system & satellite navigation.
£459,950





1999 Bentley Continental SC (LHD)
 1 of just 73 cars built.
£139,950



1958 Mercedes-Benz 300SL Roadster (LHD)
 Complete with original handbooks & factory service book.
POA



1965 Jaguar Mark X 4.2 (LHD)
 Undoubtedly the finest example available anywhere.
POA



1988 Aston Martin V8 Vantage X-Pack (RHD)
 1 of only 137 original factory-built V580X V8 Vantage.
£295,950

A small selection from our 100+ car showroom

1989 Aston Martin V8 Vantage X-Pack Volante (RHD) 1 of only 79 Manual V8 V580X-Pack Volantes built worldwide.	£339,950
2005 Aston Martin Vanquish 2+2 S (RHD) The last of the 'true' great Newport Pagnell hand-built cars.	£89,950
1987 Daimler DS420 Special Order Touring Limousine (RHD) Built for the personal use of Sir John Egan, former chairman of Jaguar Cars.	£39,950
1958 Jaguar XK150 S 3.4 Roadster (RHD) A truly beautiful example supplied with Jaguar Heritage certificate.	POA
1964 Lamborghini 2R Tractor Recently beautifully repainted & recommissioned.	£23,950
1967 Lamborghini 400GT 2+2 (LHD) Probably the finest example available in the world today.	POA
2010 Mercedes-Benz SL5 AMG (RHD) Just 24,900 miles.	£129,950

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1993 JAGUAR XJS V12 COUPE. This exceptional example was first registered to Jaguar cars Browns Lane Feb 93 then sold to its last and only owner Dec 93. Only 58,000 miles with 23 service stamps. Flamingo Metallic with Doeskin hide. Very hard to find in this condition. Not to be confused with a normal 26 year old Jaguar..... **£15,495**



1984 JAGUAR XJS. Last owner a doctor who owned the vehicle since 1986, 32 years and only covered 41,000 miles. Finished in gloss black with Doeskin hide and original Starfish alloy wheels. Superb example hard to find another like this. **£14,995**



1983 MERCEDES 240D. Finished in immaculate Ivory Pearl with Siena Red interior. Totally original never been painted or welded. Only 3 owners from new and 82,000 miles. Comes with MOT's from 1988 to present. Stunning example of a genuine Mercedes W123. **£14,995**



2000 MERCEDES 320 SL V6. Finished in immaculate brilliant Silver with unmarked grey leather. Full Mercedes Main Dealer History. 59,000 miles. Comes with hardtop, softtop, CD Multi changer, wind detector and hard top stand. Exceptional low mileage car with history to match. **£13,995**



1993 ALFA ROMEO SPIDER 2.0. This 2.0 litre 5 speed series 4 RHD Alfa Spider is finished in stunning Galio Fly Yellow with black trim, new black soft top and Yellow hard top for the winter. Only 36,000 miles and comes with the original alfa wallet, books and spare key. Reg number of Al INCY comes with the car (Incy Spider) **£13,995**



1972 MERCEDES 250 AUTO. The most desirable 6 cylinder model. Finished in Mercedes Classic White with Black MB Tex. Very nice spec car with automatic transmission, power steering and electric sunroof. 71,000 miles. Exceptional rust free example. Sound Investment at..... **£12,995**



2000 JAGUAR XKR SUPERCHARGED. Finished in immaculate Jaguar Topaz with Doeskin hide and 20" Paris Split rim Alloy wheels. 84,000 miles with full documented service history. Comes with all original books, tools, hood cover etc. Immaculate Jaguar Supercar for only.... **£12,995**



1997 MERCEDES 320SL. Finished in immaculate brilliant silver with unmarked black leather and black hood. ONLY 51000 miles from new with a full service history and old MOT certificates and invoices to confirm the very low mileage. Very hard to find low mileage and well looked after SLs like this one. **£11,995**



1981 MERCEDES 230E AUTO. Only one owner and 57,000 miles. Finished in immaculate Taigu beige with tan interior. Spec includes Auto Transmission and Power Steering. Very hard to find low mileage and one owner 123 Mercedes in this condition **£11,995**



2008 BMW 3.0 SI Z4 COUPE. Finished in immaculate Arctic Silver with Black Leather. 70,500 miles. Alloy Wheels just refurbished. Full Service History and 2 sets of keys. Very clean and very well looked after example. **£9,995**



1978 MG MIDGET. Was part of the Jaguar/Land Rover collection with only 18000 miles recorded, has MOT's dating back to 1993. Apart from the paintwork the car looks to be original and in very good condition in keeping with the mileage. Very attractive. **£8,995**



MERCEDES E220 AUTO ESTATE 7 SEATER. Finished in immaculate brilliant Silver with unmarked grey trim. Full Service History 11 main dealer and 3 specialists. Now done 126k. Electric Sunroof and Electric windows. Not many of these around in this condition, especially with 7 seats. Exceptional..... **£6,995**

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1961 ALFA ROMEO GIULIETTA SPIDER. This immaculate little Alfa Spider has had a complete restoration in 2012 by a well known classic car restorer in Florida on what was described as a rust free body. Imported back to the UK in 2015. Finished in Alfa Red and Back trim. A very well sorted Alfa which drive perfectly..... **£54,995**



1997 ROLLS ROYCE SILVER DAWN ONLY 23,000 MILES. One of only 87 RHD cars to come off the production line as a limited edition and very high spec car including a light pressure Turbo. Finished in Metallic Grey with Magnolia Hide and dark Blue carpets, dash top and piping to the seats. This car looks absolutely stunning. Only 23,000 miles, supplied and serviced 8 times by Reg Vardy Rolls Royce and a further 10 more services by Silver Lady Services. Shows how well this car has been cared for. Quite possibly the very best example on the market today. **£39,995**



1980 PORSCHE 911 SC TARGA. Finished in Chiffon White with Brown Berber trim. A top end engine rebuild was completed in 2014 and a repaint in 2017 with all supporting invoices. This Porsche drives extremely well and looks superb. **£39,995**



1956 MGA MKI. Original home market car all matching numbers. The last owner cherished the car for the past 37 years. In 2008 a total restoration was carried out at a cost of over £30,000. Comes with huge history file of invoices. Heritage Certificates, MOT's, Handbooks etc. NOT TO BE CONFUSED with the normal ex USA restoration. A sound investment at **£34,995**



1971 ALFA ROMEO 1300 JUNIOR. Imported from Southern Italy 4 years ago and totally rust free never had any welding or restoration. Finished in Alfa White with immaculate Black Leather trim with no sun damage what so ever. If you are looking for a rust free immaculate Alfa Junior this must be the one. VERY RARE FIND. **£24,995**



1966 VOLVO AMAZON 122S. This time Warp car has only covered 18,000 miles since new. The first owner, an elderly gentleman, had the car for 40 years and only covered 11,500 miles. Finished in Graphite Grey with red trim, the interior is in as new condition and retains plastic covering on the rear door cards and B posts. The body has never had any welding and is in a truly time Warp Condition. Best one on the market!..... **£23,995**



1974 MGB ROADSTER. Total bare shell RHD rebuild just completed from a California rust free car. Immaculately painted in its original colour of Primrose Yellow and fitted with black leather seats and a new set of Wire Wheels. With overdrive gearbox, car is now ready for the road again. Stunning restoration. **£23,995**



2005 BENTLEY CONTINENTAL FLYING SPUR V12. Super smooth V12 engine finished in Tungsten Grey with St James Hide and Carpets. Comes with a Full Service History. Immaculate condition throughout. **£21,995**



1996 MERCEDES E220 COUPÉ 17,000 MILES. One lady owner. Purchased new from Brunswick Mercedes and meticulously maintained by them and Mercedes Croydon. Totally immaculate and original. Said by many, the best of the last quality built Mercedes Benz's. IF only the best is good enough this is the one. **£19,995**



1984 MERCEDES 280E ONLY 22,000 MILES. Finished in immaculate original Lapis Blue with unmarked Blue Velour upholstery. ONLY 22,000 MILES. Comes with a Full Service History and MOT's dating back from 1989. Immaculate Stunning Car, must be the best one on the market. INVESTMENT! **£18,995**



1985 JAGUAR XJ-SC V12 AUTO. Finished in immaculate Sebring Red with black hide and black Targa top. Service history and old MOT's. Very well looked after example and comes with the XJC Number Plate. These XJ-SC's are becoming very rare and in this condition a really sound investment..... **£15,995**

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1983 ASTON MARTIN V8 VANTAGE



Finished in Chichester Blue with parchment piped blue trim, Ronal wheels and a manual gearbox. Very good condition. Chassis number 12384 and being a 580 series car, huge history file

£245,000



ROLLS ROYCE SHADOW 2. Finished in its original colour of Larch Green with beige leather trim and carpets, 7300 miles, large history file, bare metal repaint, and perfect interior

£23,950



1998 ASTON MARTIN VANTAGE V600. Just 28000 miles with full Aston Martin history Superb

£339,000



2007 ASTON MARTIN V8 VANTAGE. Finished in 'Toro' red with black trim, 45000 miles with FSH

£32,950



2016 CATERHAM ROADSPORT . Road or race car. Just 1520 miles from new

£18,850



1969 ASTON MARTIN DB6. Finished in silver with black trim. Manual gearbox, power steering. Very large history file

£425,000



1958 MGA ROADSTER fully restored with photographic record, finished in Red with Black trim piped red. Superb classic ready to drive and enjoy

£38,950

2008 ASTON MARTIN DB9 COUPE



Finished in 'Toro' red with parchment trim with burgundy features and carpets.
Just 22000 miles and FSH

£45,000



2000 ASTON MARTIN DB7 VANTAGE . Finished in Silver with grey over charcoal trim and carpets. 52,000 miles with three owners. FSH

£33,950



1971 MGB ROADSTER. Finished in Burnham Green with tan trim and wood features. Full restored to huge spec including wire wheels, power steering

£21,950



2000 ASTON MARTIN VANTAGE . Finished in malvern silver with black trim. 37000 miles with FSH.

£32,950



1964 MGB ROADSTER. Rebuilt on Heritage shell 2019 to pre 65 FIA spec, HTP papers, LS diff, close ratio straight cut gears, huge spec

£49,000



1958 MGA ROADSTER. Finished in green with black trim. Repatriated from US, restored and converted to right hand drive. Needs a little TLC hence

£21,950



1965 MGB ROADSTER rebuilt on heritage shell 2017 to pre 65 FIA spec. HTP papers Good spec

£39,950



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Aston Martin DB MKIII Drophead



**Aston Martin DB MKIII
Left Hand Drive**



**Aston Martin DBSV8
LHD**



**Aston Martin V8 Volante
POW Spec LHD Manual**



**Aston Martin DBS
Project**



**Aston Martin 15/98 Short Chassis
2 litre touring**



Aston Martin DB6 Manual



**Aston Martin V8 Vantage Zagato
Left hand drive**

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Aston Martin DBSV8 RHD Auto
Aston Martin Vanquish Ultimate Edition
Aston Martin DB5 RHD
Healey Beutler Mille Miglia Entry
Aston Martin V8 Volante RHD Man
Aston Martin Virage Volante Wide Body

Aston Martin DB6 Saloon Man RHD
Aston Martin DB6 Volante Man RHD
Aston Martin V8 Vantage X Pack Coupe LHD
Aston Martin V8 S2 Saloon LHD
Aston Martin Virage Coupe
Aston Martin One-77 LHD

Aston Martin V8 Volante Man RHD
Aston Martin Virage FULL 6.3 Man RHD
Aston Martin V8 Volante LWB LHD
Healey Drone
Jaguar MK IV manual LHD
Lancia Dilambda Saloon 1931 RHD
Volvo 164 RHD

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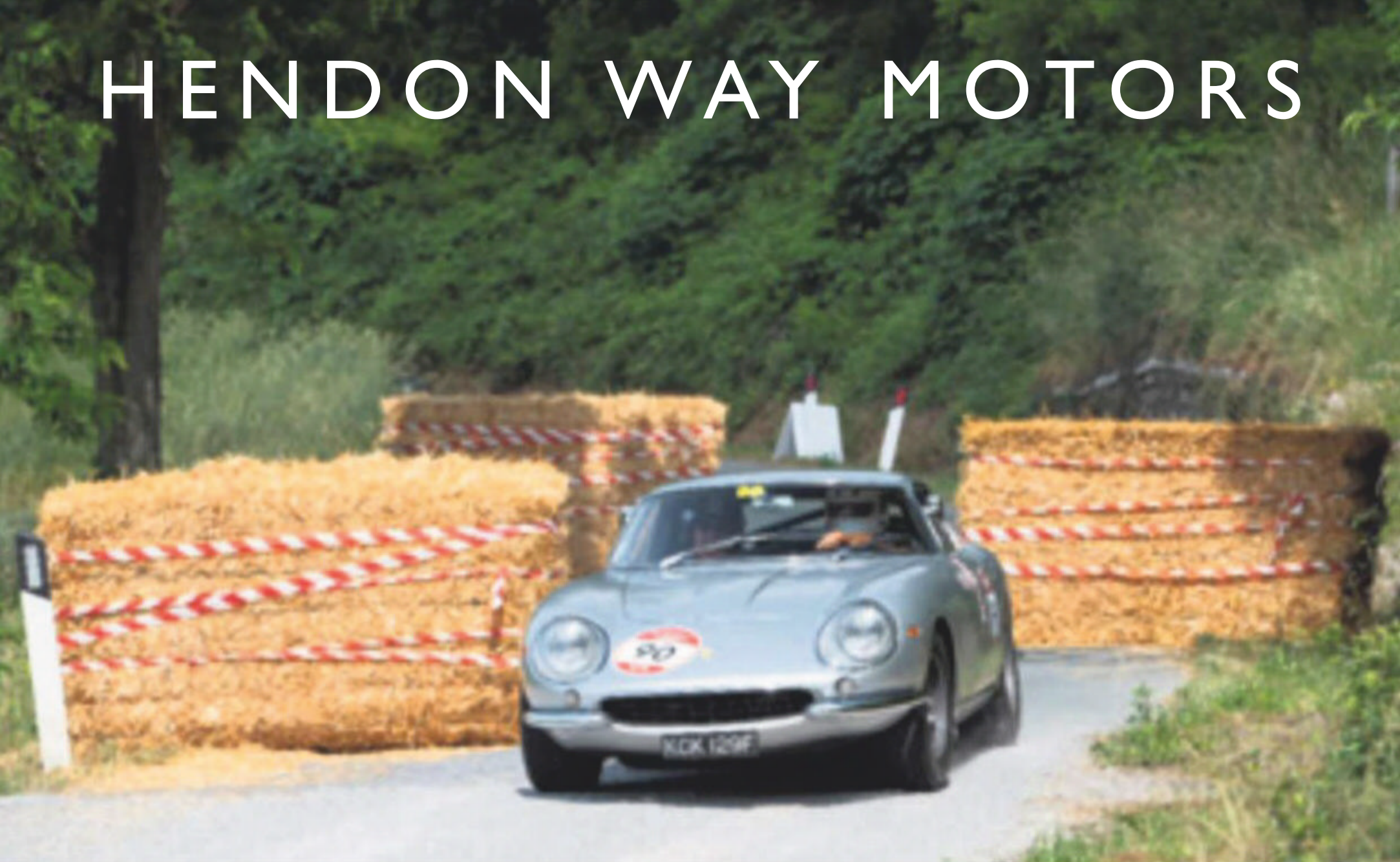


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Jaguar XJ 3.0 V6 Petrol 2007/57 Face Lift Model ONLY 31000 MILES FROM NEW. Indigo Blue with Barley Leather Electric Heated Memory Seats. Being Sold to its First Owner by Taunton Jaguar on the 30/04/2008. Factory Options Include: Colour Touch Screen Sat/Nav, Bluetooth Phone, Park Distance Control, Electric Heated Memory Seats, Power Fold Mirrors, Heated Front Screen, 19" Carlia Jaguar Alloy Wheels, Adaptive Damping Control, Electric Steering Column, Full Front/Rear Climate Control. Full Service History Including all Service Invoices, Full MOT History. All Books. These X350 XJ Models have become very desirable and collectable with Low Mileage. For more detailed information please call or email..... **£14,995**



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Mercedes Benz SL500 Convertible 2003 ONLY 30000 MILES FROM NEW. Metallic Telluar Silver With Full Grey Leather Electric Heated Memory Seats. Supplied New by MB of London on the 27/07/2003 to its ONE OWNER. Factory Options Included: Glass Panoramic Sunroof, Colour Sat/Nav, Grey Leather Pulse Comfort Seats, BOSE HiFi With Multi CD, Grey Ash Wood Pack, 5 Spoke MB alloys, Front/Rear Park Distance, Wind Deflector, Xenon Headlights, Climate Control. Full MB Main Dealer Service History Including All Service Invoices and Full MOT History. A Truly Magnificent Example of the SL500. For More Information Please Call or email. **£16,995**



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Wide body auto. Arctic Silver with 2-tone Red and Black leather. A/C, e-hood, e-windows, heated and e-seats etc. Genuine 33,500 miles with full documented history. Beautiful. **£8,495**



2000 Mercedes SLK320 Convertible.

Metallic Brilliant Silver with Anthracite leather. Automatic, PAS, ABS, A/C, e-roof, e-seats, stereo, alloys, only 63,000 miles and FSH. Jersey car from new. **£5,495**



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Metallic Linarite Blue with Anthracite leather. Switchable auto, ABS, A/C, 17" AMG alloys, C-L with 2 keys. Only 42,000 miles from new with FSH. Really immaculate. **£5,995**



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Kompressor Convertible. Tellurium Silver Blue with Oxblood hide. Switchable auto, PAS, ABS, A/C, e-w, alloys, Audio 10 CD, two keys, only 27,000 miles from new, immaculate. **£6,995**



2002(02) Mercedes SLK230 Kompressor

Convertible. Brilliant Silver with Anthracite leather. Automatic, electric roof, A/C, alloys, e-seats, heated seats, cruise control etc. Only 40,500 miles, service history, Immaculate. **£4,995**



2005 Mercedes SL500 Convertible.

Obsidian Black with Beige hide, Comand with Sat Nav, climate control, electric seats, mirrors, windows, steering column, 18" alloys etc. Only 51,000 miles, FSH, pristine. **£10,995**



2002(51) Mercedes SLK320 V6

Convertible. Metallic Lazulite Blue with Designo Siam Beige and Anthracite leather. Switchable auto, ABS, A/C, C-L with 2 keys. Only 51,000 miles, FSH. Stunning colour and condition. **£5,795**



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JAGUAR XJS HE AUTO V12 1987 - Covered 73K Miles From New - Finished In Metallic Bordeaux Red With Doeskin Hide Interior - Stunning - **£11,995**



JAGUAR XJ6 EXECUTIVE 3.0 LTR V6 AUTO 2006 - Covered 30K Miles From New With 1 Overseas Owner From New (Japan) - Finished In Metallic Midnight Black With Champagne Leather Interior - **£10,995**



JAGUAR XJ8 SE 3500CC V8 X350 AUTO 2004 - Covered 27K Miles From New With 1 Previous Overseas (Japan) Owner From New - Finished In Platinum Metallic Silver With Sand Hide Interior Excellent Low Mileage Example - **£9,995**



JAGUAR S-TYPE 2005 - 2.5 Ltr auto - Covered 21k miles from new with 1 overseas owner from new (Japan) - Finished in platinum metallic silver with barley hide interior - **£7,995 - CHOICE OF 5**



DAIMLER DOUBLE SIX 1992 - Covered 10K Miles From New With Service History & 1 Previous Overseas Owner - Finished In British Racing Green With Cream Hide Interior - Beautiful Car - **£17,995 - CHOICE OF 2**



ASTON MARTIN VIRAGE 5340CC V8 AUTOMATIC 1991 - Covered Only 38,000 Miles From New - Finished In Metallic Blue With Full Mushroom Hide Interior- Stunning Car - **£P.O.A**



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MERCEDES CL 500 AUTO - 2002 - finished in Metallic Desert Silver with Cream Beige hide interior - covered 24k miles from new with 1 overseas owner (Japan) from new - **£9,995**



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2009/09 Bentley Arnage T Mulliner Level II. Finished in Beluga with electric sunroof and retractable mascot. Beluga interior with Parchment stitching, embossed Flying B's and Piano Black veneers. Heated electric rear seats with lumbar. Only 40,000 miles with FSH. Known to us since 2011, immaculate **£49,999**



2012 Model/61 Bentley Continental GT Mulliner. Finished in unmarked Moonbeam Silver with 21 inch split rim alloys and Beluga Mulliner interior with Linen stitching and Linen embossed Flying B's. Only 29,000 miles with full Bentley history. Stunning condition **£53,950**



2009 Model/58 Bentley Continental GTC Mulliner Finished in Beluga with Black Mohair hood and 20 inch seven spoke diamond cut Black and polished alloys with special order twin exhausts. Soft Black interior with Linen stitching, embossed Flying B's and Piano Black veneers. Only 39,000 miles with FSH. Immaculate **£42,950**



2006 Model/55 Bentley Flying Spur. Finished in Sapphire Blue with 19 inch 8-spoke alloys and Portland interior, with Nautic secondary hide and Walnut veneers. Heated and cooling seats front and rear, also has massage front and rear. Only 67,000 miles, known to ourselves for last 4 years, with FSH. Immaculate throughout **£23,950**



2005/55 Bentley Continental GT Mulliner. Finished in Black Emerald with 20 inch alloys. Portland main hide with Laurel secondary hide, embossed winged B's and Walnut veneers. Known to us for 3 years and recently underwent an £8,000 overhaul in our workshops. FSH, immaculate condition throughout **£23,950**



2005/05 Bentley Flying Spur Finished in Silver Tempest with 18 inch alloys, electric sunroof and Soft Black interior, with heated and cooling seats front and rear, also with massage seats front and rear. Only 57,000 miles with Full Service History. Outstanding condition, only **£22,950**



2004/54 Bentley Continental GT. Finished in Moonbeam Silver with 19 inch split rim alloys. Portland interior with Nautic secondary hide and Walnut veneers. This superb example has only 67,000 miles with full history. Stunning condition throughout **£23,950**



2003/03 Bentley Arnage R. Finished in Moroccan Blue with 18 inch alloys. Cotswold interior with French Navy secondary hide and carpets, Walnut steering wheel and Walnut veneers. Only 36,000 miles with Full Service History. Known to ourselves for last 5 years. Immaculate throughout **£28,450**



2003/03 Bentley Arnage R. Finished in Silver Storm with Cotswold interior, French Navy carpets, Walnut veneers and electric rear seats. Outstanding condition with only 50,800 miles and Full Service History. Outstanding value at only **£26,950**



2003 Model/52 Bentley Arnage R. Finished in Meteor Blue with a chrome radiator grille and chrome 18 inch 5 spoke wheels. The interior is finished in Sandstone with French Navy carpets and French Navy fitted over mats, with Walnut veneers. Only 61,000 miles with Full Service History. Unmarked and must be seen. **Only £27,999**



2003/03 Bentley Arnage T. Finished in Black Sapphire with Mulliner wing vents and '07 model 19 inch alloys. Magnolia interior stitched in French Navy with embossed Flying B's. Turned alloy dash and waist rails with Walnut veneers. Electric rear seats. Only 80,000 miles with FSH. Known to us for last 7 years and immaculate **£27,999**



2001/51 Bentley Continental R Wide Bodied Mulliner. Extremely rare, finished in Silver Pearl with Cotswold interior, two tone steering wheel, French Navy carpets piped in Cotswold and Walnut veneers. A fantastic investment or a beautiful car to enjoy, only 32,000 miles with documented service history at only **£88,950**



1999/T Rolls Royce Silver Seraph. Finished in Fountain Blue with whitewall tyres and parking sensors, with Magnolia interior piped in French Navy, French Navy carpets and Walnut veneers to include picnic tables. Electric rear seats, vanity mirrors and power mirrors. Only 36,000 miles with FSH. Immaculate throughout **£46,950**



1998 S Bentley Continental R Chatsworth Limited Edition. Number 7 of only 10 numbered models. This extremely rare car, with numerous Chatsworth features, is finished in Chatsworth Silver with Silverstone interior main hide and Beluga secondary hide, with contrasting carpets. Only 51,000 miles with FSH. One for the serious collector **£57,950**



1998 S Bentley Arnage Red Label Look Alike. Finished in Black Emerald with 18 inch alloy wheels and rear park sensors. Hermes interior with contrasting carpets. Known to ourselves for the last 15 years and maintained regardless of cost. Immaculate throughout **£19,250**



1997 P Bentley Turbo RL Finished in Peacock Blue with 17 inch alloys. Cotswold interior piped in French Navy with French Navy carpets. Only 73,000 miles with Full Service History. Immaculate throughout and must be seen. One of the best we have seen **£19,750**



1997 Model/ P Rolls Royce Silver Dawn. Finished in Royal Blue with Silverstone interior, French Navy carpets and Walnut veneers. Fitted with park sensors. Known to ourselves for last 9 years and maintained regardless of cost, this car is a credit to its previous owner **£24,950**



1997 P Bentley Brooklands Turbo. Finished in unmarked Racing Green with 16 inch alloys and St James coach lines. The interior is in Spruce leather with St James piping and Laurel carpets piped in St James, with Walnut veneers. One owner with only 44,000 miles and FSH. Totally immaculate throughout and must be seen **£18,950**



1997 P Bentley Turbo RL MK IV. Finished in beautiful unmarked Wildberry with twin coach lines in Cream and Sandstone interior piped in Mulberry, with Mulberry carpets piped in Sandstone and Walnut veneers. Fitted with DAB radio. Only 58,000 miles with Full Service History. Immaculate condition throughout **£19,750**



1996 Model N Rolls Royce Silver Spur MK IV Finished in Peacock Blue with Sandstone coach lines and whitewall tyres. Sandstone interior, piped in Royal Blue, with Dark Blue carpets and Burr Walnut veneers. Fitted with picnic tables and electric rear seats. Only 75,000 miles with FSH. Immaculate inside and out **£26,950**



1994 M Rolls Royce Silver Spirit Series III. Finished in Peacock Blue with whitewall tyres and Magnolia interior piped in Royal Blue, with Royal Blue carpets piped in Royal Blue and Walnut veneers. Only 81,000 miles with Full Service History. Immaculate throughout, only **£19,995**



1980 V Rolls Royce Silver Shadow Series II. Only 6,470 miles. Finished in Willow Gold with Cream interior, with Nutmeg carpets and over rugs. Has been stored in fantastic conditions and completely re-commissioned, costing over £10,000. Like a brand new car and drives like it. An investment at only **£68,950**



1980 V Rolls Royce Silver Shadow Series II Finished in 1980's classic Walnut with Gold fine lines and with London Tan interior, Walnut veneers and Fawn carpets bound in London Tan. Only 29,000 miles from new with lots of history. Really stunning and must be seen to be appreciated. Realistically priced at only **£38,950**



1979 T Rolls Royce Silver Shadow Series II in beautiful Seychelles Blue with Silver coachlines and whitewall tyres. Slate Grey interior with French Navy carpets. The first owner shipped the car back from Hong Kong to the UK 2 years ago. Very low mileage of 27,000, with history. Beautiful throughout, amazing value **£36,950**

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1997 BENTLEY AZURE. Finished in Silver with Royal Blue interior. This limited edition model marked the 70th anniversary of Jack Barclay Limited and only ten were ever built. 51,000 miles. Extra flared wheel arches, Restyled front bumper, Burr walnut front door panels, Sports steering wheel, Turbo boost gauge, Rear parking sensors, Flying B mascot, 18" five spoke alloy wheels, DVD screen fitted into headrests, F.S.H. A unique and rare collector's piece in superb condition.

£59,950



2007 BENTLEY AZURE. Only 16,000 miles. Finished in Silver Tempest with Portland main hide and Beluga secondary hide. Burr Walnut veneer, Heated & massage front seats, Embroidered B emblems to seats, Front & rear parking sensors, Flying B radiator mascot. Known to ourselves for the last 8 years. Exceptional condition throughout.

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1985 BENTLEY CONTINENTAL CONVERTIBLE. Finished in Ice green with Black mohair hood and Magnolia interior piped in dark green. 81,000 miles. One of very few made and fine investment

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2004 BENTLEY CONTINENTAL GT Finished in Diamond Black with Main Hide In Saffron & Secondary Hide In Beluga. Only 42,000 miles. Burr Walnut Veneer with Door & Rear Quarter Inserts In Veneer, Massage Front Seats, Heated Steering Wheel, Satellite Navigation, Front & Rear Parking Sensors, unmarked 19" Split Rim Alloy Wheels. F.S.H. Exceptional Condition Throughout.

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Mercedes 280SL 2.7 Auto Conv. 1980

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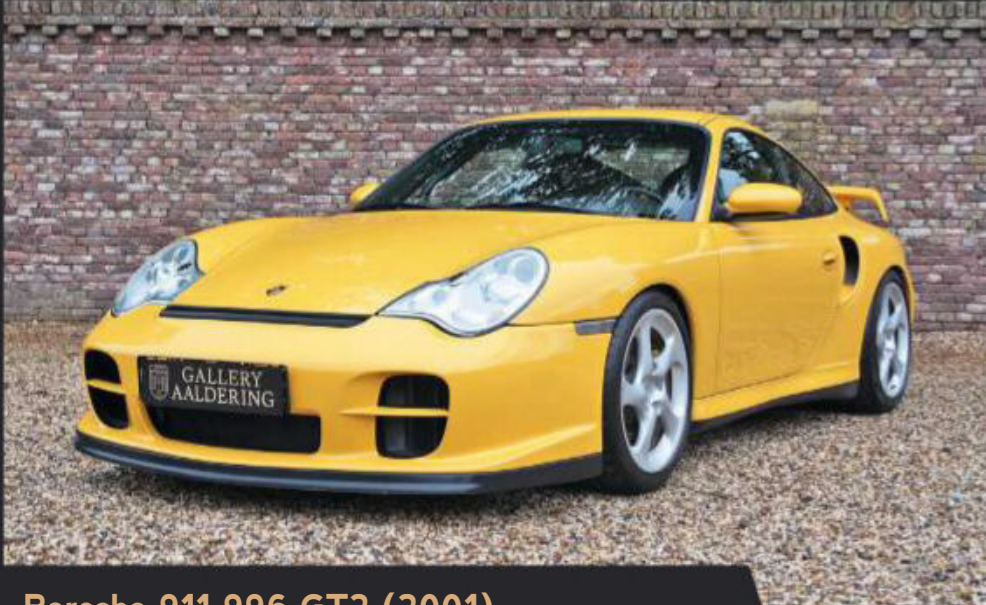
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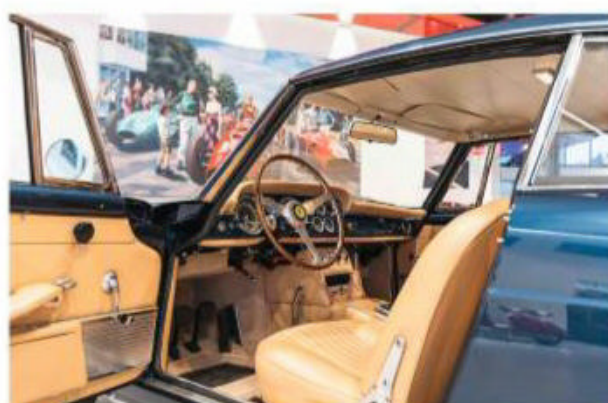


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1963 Ferrari 250 GTE 2+2

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Of course there had been four seater Ferraris before the 250 GTE, the Ghia, Touring and Vignale all boasted four seats as early as the 50's; however the fact that they were based on a chassis that wasn't conceived with passenger carrying in mind meant that they were somewhat compromised.

The car makes use of independent front suspension, a live rear axle and a four speed manual/overdrive gearbox to complete the basic chassis specification. These were coupled with a compact Colombo designed Tipo 128E V12 engine producing 240bhp to ensure that the larger car did not suffer from any undue decreases in performance.

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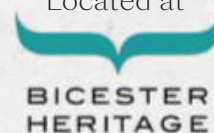
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2012 MERCEDES E63 AMG SALOON – 42K, FACELIFT MODEL



£22,950

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1988 MERCEDES 300SL AUTO – ONE FAMILY OWNER, FULL MB MAIN DEALER HISTORY FROM NEW



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Diamond Blue metallic with Royal Blue leather, this R107 is in impeccable condition. Father and son owned from new in 1988, annual service each and every year since at two MB main dealers only, significant expenditure this summer by the SL Shop to prepare it up to their very comprehensive retail standard. A very special example indeed

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2002 BMW ALPINA B3 3.3 AUTO CONVERTIBLE 'INDIVIDUAL'



£14,950

#143 finished in pristine Alpina Blue metallic paint, immaculate black leather, unmarked blue hood, 75,000 miles with huge history folder including Sytner and BMW specialists, B3 BMU plate INCLUDED in the sale and new MOT to Sept 2020 and next oil change in 4000 miles. Without a doubt an appreciating modern classic, especially in this condition and provenance

2000 BMW Z3M COUPE – 1 OWNER



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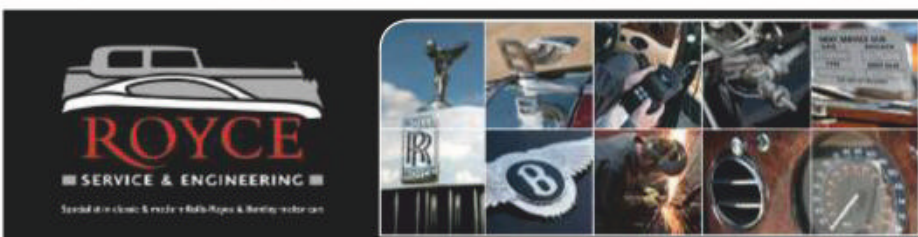
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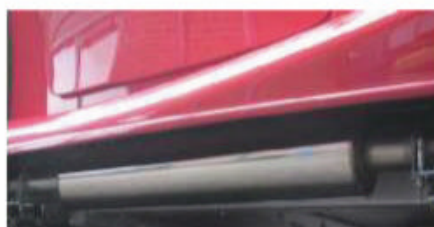
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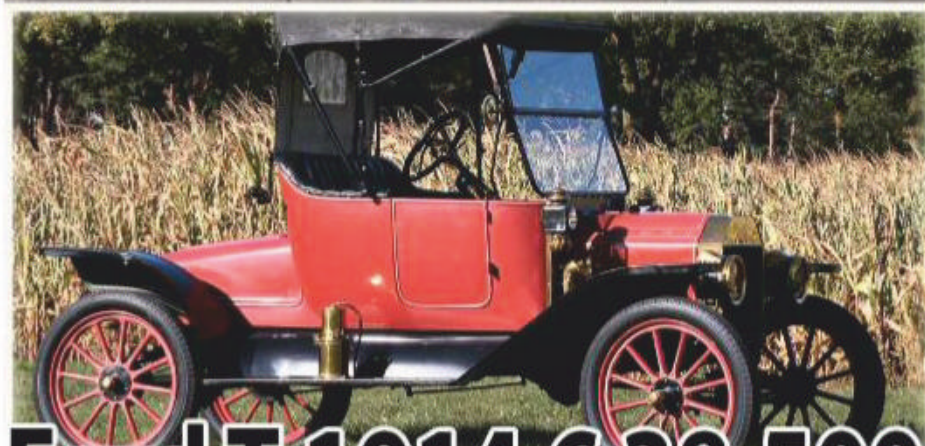
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JAGUAR XJS 1994, 75,000 miles, genuine private sale, head turner, Jag extra's fitted, all keys, service history, really great condition for 25 year old car, drives/sounds like it should. £21,000 TEL: 01793 871659 SWINDON



JAGUAR XJS CELEBRATION 1996, 70,000 miles, lovely, 1 owner, all extra's fitted, 23 year old Jaguar, FSH, really nice condition for age, not too many of these lovely cars around. £21,950 TEL: 01793 871659 SWINDON



JAGUAR XJS V12 1989, 45,129 miles, one owner, purchased 01/08/1998 so 30th Birthday is due soon, always garaged, well maintained, ideal for a collector who wants an original classic. £25,000 TEL: 07710 011346 ESSEX



JAGUAR XK 2007, 82,000 miles, full Jaguar service history, MoT 18/4/20, excellent condition inside & out, new back tyres, alternator/water pump replaced in last 6 months. £14,500 OVNO TEL: 07736 921586 NORTHAMPTONSHIRE



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LANCIA DELTA INTERGRALE 1994, 85,000 miles, full service, great, original, well looked after, all the usual, everything works, single owner in Japan, had the car for over a year. £46,755 ONO TEL: 07765 047276
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MERCEDES-BENZ 250 SL PAGODA 1967, 88,000 miles, stunning, Australian import, extremely attractive, desirable colour combination, very original, solid, rust free car, all numbers are matching. £60,000 TEL: 07910 823875 TYNE AND WEAR



LAND ROVER SERIES I 107 1957, 6,667 miles, fully rebuilt in 2018 with no expense spared, reason for sale I have a new project, please call for more information. £17,500 TEL: 07768 396734 WORCS



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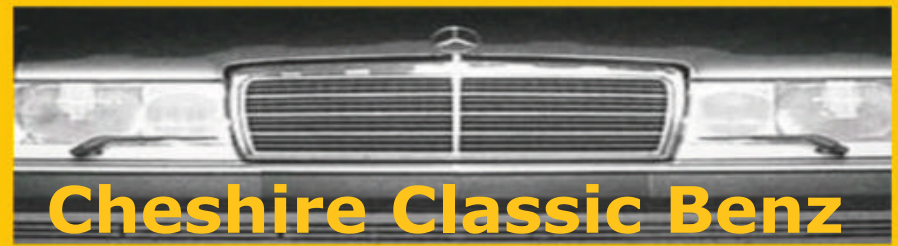
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MERCEDES-BENZ 500SL 1987, 60,000 miles, Ivory (cream), beautiful condition, always serviced at Mercedes garage, original radio, cruise control, e/windows, tinted glass, 5ltr V8 engine, new MoT. £35,000 ONO TEL: 01242 260291 OR 07919 120589 GLOS



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Signal Red, matching hardtop, dark brown soft top, Saffron sport check interior, 4 speed auto, electric windows, rear seats, original alloy wheels, FSH, 51,000m £35,950

300SL Roadster 1988F

Astral Silver metallic, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, ABS, electric windows, rear seats, original alloy wheels, FSH, 103,000m £28,950



320CE Cabriolet 1993L

Pearl Blue metallic with dark blue lower panels, blue soft top, grey leather, walnut wood, leather steering wheel and gearknob, 4 speed auto, airbags, original alloy wheels, FSH, 51,000m £19,450

450SLC Coupe 1979T

Thistle Green metallic, green velour interior, auto gearbox, electric windows, factory air conditioning, electric sunroof, original Becker radio/cassette, electric aerial, original alloy wheels, FSH, 52,000m £24,950



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MG C ROADSTER 1968, 97,000 miles, 1 of 92 made, all numbers matching, fully restored some time ago, remains in very good condition, www.panoramabay.co.uk £24,995 TEL: 01202 709407 OR 07785 500990 DORSET (T)



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MG MGB 85,000 miles, comprehensive list of work completed and maintenance over my ownership, only three owners, tax and MoT exempt, new tyres all round, no rust. £13,995 ONO TEL: 01326 618959 CORNWALL



MG A 1960, 14,500 miles, owned for over 15 years, engine was rebuilt 4 years ago, no rust on body or underside, drives and handles really well, never let me down. £26,000 TEL: 01886 880517 HEREFORDSHIRE



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MG A 1956, 55,000 miles, body off professional restoration 2018, in concours top A1 condition, imported from California in 2015 by myself, no expense been spared, MoT'd. £30,500 OVNO TEL: 07792 416321 NORFOLK



MG MGC 1968, 59,000 miles, overdrive, full engine rebuild in 2013, full body rebuild in 2016, owned by me over 10 years, professionally maintained regardless of cost. £25,000 TEL: 01292 849909 SOUTH AYRSHIRE



MG C GT 1969, early restoration with detailed history file, 40 years of receipts, recent new brakes, steering rack and tyres, all in excellent condition. £15,000 TEL: 01697 334267 CUMBRIA



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MORGAN FLAT RAD PLUS 4 1953, 20,000 miles, has been owned by my Dad for last 20 years, in good, usable condition, interior fully re-trimmed in leather in the original style. £25,000 ONO TEL: 07795 556630 GLOS



MORGAN PLUS 4 1953, 40,000 miles, perfect, magazine featured, acquired it in 2016, finished the total restoration in 2017, all work on this car has been carried out meticulously. £35,000 TEL: 07795 556630 DEVON



MOTO GUZZI TRIKING 1994, 9,000 miles, 5 speed reverse, gear shaft drive, 2 Moto Guzzi rear wheel, wood dash, tonneau cover, alloy rims, stainless spokes, reliable starter. £13,500 ONO TEL: 01904 778374 YORK



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PORSCHE 911 CARRERA AUTO 993 1995, 40,749 miles, 1 private owner, power steering, complete toolkit, history folder, MoT until 4th March 2020 no advisories, HPI check, www.panoramabay.co.uk £64,995 TEL: 01202 709407 OR 07785 500990 DORSET (T)



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SEBRING SX 5,000 miles, stunning Healey replica, factory built 2008, Rover V8 holly carb, 5 speed, under 5000 miles, 11 months MoT, looks superb. £23,500 TEL: 07582 012247 CORNWALL



TRIUMPH STAG 1976, 7,000 miles, refurbishment 2015, just had reconditioned engine and gearbox, files full of invoices, it will MoT'd within the next 2 weeks, tax exempt. £14,995 TEL: 07833 338219 ISLE OF ANGLESEY



TRIUMPH TR6 1973, 108,800 miles, immaculate, fully restored, stunning example, chrome wire wheels, new mohair hood, photo history of rebuild, receipts for £18000 of parts. £25,250 OVNO TEL: 01503 272034 CORNWALL



VOLKSWAGEN CAMPERVAN 1972, 12,337 miles, may be the very rare Microbus version but isn't confirmed, very well looked after, only been taken out to have yearly MoT and back, garaged. £15,280 OVNO TEL: 07557 987174 SOMERSET



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TRIUMPH STAG MARK 2 1975, 94,670 miles, massive service history, beautiful to drive, excellent condition, paintwork/chrome looks great, drives beautifully, owned it nearly 4 years, MoT Apr 20. £14,800 ONO TEL: 07530 511947 CAMBS



TRIUMPH TR6 7,000 miles, total nut and bolt restoration completed in 2003, receipts for parts, some 321 items totaling £10,943 on file, all work done to a high standard, splendid appearance. £21,000 TEL: 07946 412741 GREATER MANCHESTER



VOLKSWAGEN CAMPERVAN SPLITSIDE 1972, 80,000 miles, beautiful, garaged, mechanically sound, imported from Brazil, 2 axle rigid body, regularly serviced, road tax and MoT exempt. £25,000 ONO TEL: 07976 833247 POOLE



TALBOT SUNBEAM LOTUS 1980, 41,951 miles, 3 owners from new, completely restored in 2008/09, my 5th Sunbeam Lotus, weighs 856kgs, immaculate history, was last full serviced April 2019. £38,750 TEL: 07920 538498 WILTSHIRE



TRIUMPH TR2 38,049 miles, long door, tan leather interior, overdrive, early car TS1144, owned last 20 years, fully restored, matching hood, tonneau, side screens, racing screens. £27,000 OVNO TEL: 07946 739537 SOUTH YORKSHIRE



TRIUMPH TR6 1973, 65,000 miles, well maintained, full body respray, powder coated wheels, updated Bosch fuel pump, ss exhaust, solid underneath, engine runs well. £23,500 OVNO TEL: 07740 282688 WORCS



VOLKSWAGEN MICROBUS 1967, 7,150 miles, completely restored, full service & restoration history, new vintage style awning, new external waterproof T2 breathable cover. £30,500 ONO TEL: 07975 915479 SHROPSHIRE



TRIUMPH GT6 5,800 miles, one of the last, beautiful, a lovely example, ready for classic motoring/shows, always draws so many comments, no MoT or road tax. £16,950 TEL: 07973 919129 HERTS



TRIUMPH TR3A 1960, 55,000 miles, 3 owners from new, nice number 1818MK, has O/D, well maintained example, engine been updated to 2137cc, all bills/receipts. £26,500 TEL: 07548 342126 POOLE



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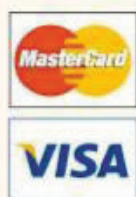
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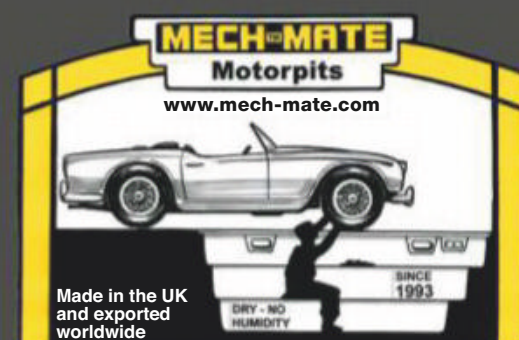
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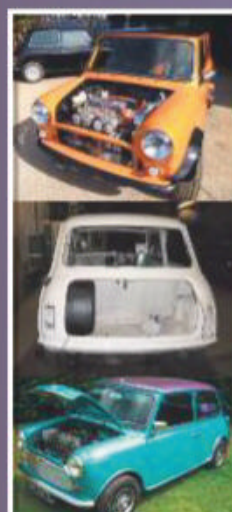
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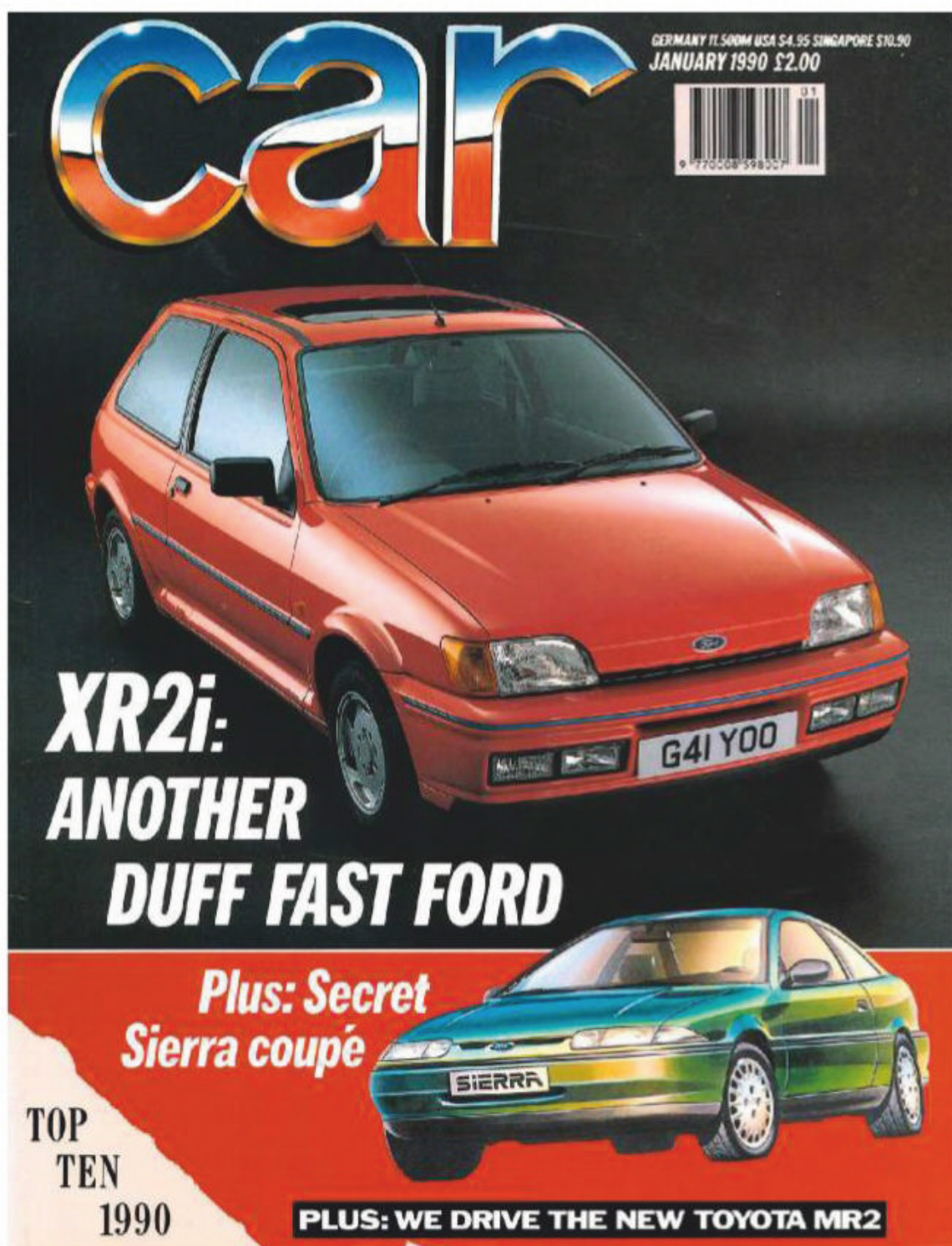
When Ford got complacent in 1990, CAR got savage...

It would never happen nowadays. New car launches are carefully stage-managed, with reporting journalists handpicked by zealous PRs. Access to the cars is carefully guarded too - say the wrong thing as a new-car magazine, and the manufacturer will stop inviting you to drive their cars. And with nothing to drive, there's nothing to read; nothing to sell.

CAR's January 1990 issue demonstrates how this state of affairs came about. After the best part of two decades spent producing affordable, sporty, stylish cars, Ford's late-Eighties output - Cosworth-tuned Sierras aside - repeatedly fell short of the magazine's expectations.

Richard Bremner spent no fewer than eight pages on a well-argued anti-Ford tirade, heralded on a front cover which described the new Fiesta XR2i as 'duff'. Bremner thundered, '[the Fiesta and Escort] are among the least able cars in their class, yet managed to be the best sellers. That's the strength of the Ford name, its marketing machine and the power of word of mouth'. He noted underhand Ford sales tactics, with salesmen supposedly picking undemanding urban crawls as test-drive routes to avoid allowing unrefined engines and suspension revealing their worst. 'More serious a problem is the Fiesta's dull response,' he adds. 'You can't bank on slicing apexes cleanly, because the steering gear is inaccurate - there's too much rubber in the system... It takes 4.2 turns to cross the rack, the same as the Chrysler Horizon.'

So who was showing up Ford in 1990? Old foe Vauxhall certainly, but more significantly the French tilt of Peugeot and Renault, both bringing engineering sophistication to the mass market. Bremner said of Peugeot, 'Take the rear suspension, for example,



where you find that ingenious torsion cantilevered coil spring and trailing arm arrangement, bolstered by an anti-roll bar. This, according to the Ford men, is an expensive rear suspension system.' And yet the Peugeots that sported it were cheaper.

Ford was given the chance to answer its charges in the following pages, as Clive Ennos, director

of product engineering at Ford, was interrogated by editor Gavin Green. Ennos was clearly keen to keep the conversation on the new XR2i, but Green mercilessly fought the contemporary 205GTi's corner. Ennos was riled and fought back, 'Being top of the heap, you expect to be knocked. If the customer wasn't satisfied, he wouldn't keep buying our cars. We are not going to change that just to please a few journalists.' And yet the truth - contained in a last-gasp zinger from Green - was that the Peugeot had outsold the Ford in every market except Britain and Spain.

Just over the page lay another truth. A report on a Ford 'world car' project known as CDE21/CDW27. The sketches identify it immediately as what we now know as the first-generation Mondeo. Years later, Ford insiders admitted that one of the car's greatest influences was the Peugeot 405.

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Whether you’re buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car’s value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On ‘bluechip’ models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale				
			Mint	Good	Rough	cc	Top speed
ABARTH Abarth Club GB (01869 340289)							
Zagato 750	57-61	90,000	20,000	50,000	39,000	747	95
595, 595SS, 695SS	63-71	45,000	30,000	20,000	12,500	595	80

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Mint
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Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At a glance indicator showing the market trend of the latest updates

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale				
			Mint	Good	Rough	cc	Top speed
AC AC Owners' Club (01904 793563)							
2-litre	47-56	14,000	10,500	60,000	3500	1991	83
2-litre dhc/Buckland	49-56	30,000	22,500	14,000	9000	1991	83
Ace (AC engine)	54-63	175,000	135,000	85,000	70,000	1991	102

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				
			Mint	Good	Rough	cc	Top speed
ABARTH Abarth Club GB (01869 340289)							
Zagato 750	57-61	92,500	79,500	60,000	45,000	747	95
595, 595SS, 695SS	63-71	45,000	32,000	20,000	12,500	595	80

AC AC Owners' Club (01904 793563)							
2-litre	47-56	15,500	11,000	6750	4000	1991	83
2-litre dhc/Buckland	49-56	31,000	22,500	14,000	9000	1991	83
Ace (AC engine)	54-63	265,000	200,000	135,000	90,000	1991	102
Ace-Bristol	56-63	300,000	220,000	155,000	100,000	1971	118
Ace-Ford	61-63	320,000	235,000	165,000	105,000	2553	120
Aceca-AC	54-63	138,500	99,000	65,000	45,000	1991	104
Aceca-Bristol	56-63	150,000	105,000	75,000	52,000	1971	128
Greyhound	59-63	82,500	60,000	35,000	20,000	1971	107
Cobra MkI/MkII/289	62-69	825,000	675,000	525,000	425,000	4727	138
Cobra 427	65-67	1m	775,000	575,000	475,000	6998	145
428	67-73	155,000	120,000	90,000	60,000	7014	143
428 con	67-73	185,000	140,000	105,000	70,000	7014	143
3000 ME	79-84	15,500	11,500	7500	5000	2994	125
Cobra MkIV	83-89	97,500	80,000	60,000	42,500	4942	134
Ace Brooklands	93-00	28,000	24,000	18,000	12,000	4942	140

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				
			Mint	Good	Rough	cc	Top speed
ALLARD Allard Owners' Club (01438 773428)							
155 V6	92-96	6500	4000	2100	1100	2498	140
Spider 2.0 TS	96-02	4250	2750	1250	475	1970	131
GTV 2.0 TS	96-02	3750	2000	850	300	1970	134
GTV 3.0 V6	98-02	5500	3750	1600	650	2959	148
GTV V6 Cup	01-02	10,000	8000	5000	2500	2959	148

ALPINE-RENAULT Club Alpine-Renault (01902 895590)							
A110	65-77	80,000	60,000	37,500	27,500	1565	115
A310 1600	74-77	35,000	25,000	17,000	10,000	1605	130
A310 V6	77-86	36,500	27,500	19,000	12,000	2664	137
GTA	85-91	10,250	8000	4000	2400	2849	139
GTA Turbo	85-91	12,500	10,000	5500	3000	2458	149

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				
			Mint	Good	Rough	cc	Top speed
DB4 GT Zagato							
DB5	63-65	800,000	600,000	400,000	300,000	3995	143
DB5 con	63-66	1.1m	925,000	685,000	550,000	3995	141
DB6	65-70	275,000	225,000	165,000	135,000	3995	140
DB6 Vantage	66-69	400,000	290,000	205,000	160,000	3995	148
DB6 Volante	66-70	675,000	550,000	425,000	350,000	3995	145
DBS 6	67-72	127,500	93,500	60,000	37,500	3995	138
DBS 6 Vantage	67-73	137,500	105,000	70,000	47,500	3995	141
DBS V8	69-73	125,000	90,000	60,000	40,000	5340	162
V8	72-90	120,000	80,000	47,500	30,000	5340	147
V8 Vantage	77-89	325,000	250,000	160,000	100,000	5340	168
V8 Volante	78-90	182,500	140,000	90,000	48,500	5340	130
V8 Vantage Volante	86-89	300,000	250,000	175,000	100,000	5340	162
Zagato	86-87	225,000	165,000	110,000	65,000	5340	180
Virage	89-96	54,000	42,000	20,000	13,000	5340	158
Virage Volante	92-96	75,000	60,000	32,500	22,000	5340	157
V8 Vantage	93-00	225,000	175,000	120,000	n/a	5340	186
V8 Coupé	96-99	65,000	50,000	32,000	24,000	5340	155
Vantage V600	98-00	300,000	230,000	160,000	n/a	5340	200
DB7	94-99	23,000	20,000	15,500	11,500	3239	157
DB7 Volante	96-99	28,000	23,000	18,000	13,500	3239	155
DB7 Vantage	99-03	29,000	24,000	19,750	15,000	5935	185
DB7 Vantage Volante	99-03	35,000	27,500	21,000	15,000	5935	165
DB7 GT/GTA	02-03	55,000	47,500	38,500	24,000	5935	185
DB7 Zagato	03	240,000	200,000	160,000	n/a	5935	190
Vanquish	01-04	85,000	75,000	67,000	57,500	5935	190

ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)							
6C 1750 GS Zagato	30-33	1.75m	1.3m	1m	900,000	1754	95
6C 2300 Touring	33-37	1.1m	900,000	750,000	625,000	2309	94
1900C Sprint	51-55	195,000	157,500	107,500	80,000	1884	112
1900C Super Sprint	55-58	225,000	170,000	120,000	85,000	1975	112
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90
Giulietta ti	57-64	22,500	15,000	7500	4000	1290	103
Giulietta/Giulia Sprint	55-64	57,500	42,500	25,000	15,000	1290	110
Giulietta/Giulia Spider	55-65	70,000	47,500	30,000	20,000	1570	108
Giulietta, Giulia SS	57-66	110,000	80,000	50,000	32,500	1570	120
2000 Spider	58-62	95,000	65,000	32,500	19,000	1975	111
2600 Spider	62-65	100,000	70,000	35,000	20,000	2584	124
2600 Sprint	62-66	46,500	35,000	17,500	8000	2584	125
SZ-1	60-62	395,000	325,000	270,000	200,000	1290	120
TZ-1	63-65	1m	850,000	750,000	600,000	1570	124
Giulia Ti/Super	62-74	20,500	14,500	7250	3400	1570	105
1750/2000 Berlina	68-76	12,000	8000	3600	1800	1962	115
Giulia Sprint GT/Veloce	63-68	42,500	32,500	17,500	9000	1570	112
Giulia GTA 1300/1600	65-71	250,000	195,000	150,000	105,000	1570	115
GT Junior	66-77	25,000	17,250	8250	4400	1570	115
1750/2000 GTV	67-77	30,000	22,500	12,000	6000	1962	118
1300/1600 Junior Z	70-75	39,500	30,000	16,500	9750	1290	110
Duetto/1750 rtail	66-69	48,500	33,500	20,000	10,000	1570	113
Spider S2	69-82	24,500	15,500	7000	3000	1962	119
Spider S3	82-89	12,500	8000	3500	1650	1962	114
Spider S4	89-93	14,250	10,000	4650	2400	1962	114
Montreal	70-77	67,500	50,000	28,500	18,500	2593	132
Alfasud/Alfasud Ti	72-83	8750	6000	2650	1000	1286	103
Alfasud Sprint	76-90	9750	6950	3250	1400	1490	104
Alfetta sal	72-84	9000	6000	3000	900	1962	113
GTV 2000	76-87	14,500	9750	4500	1850	1962	118
GTV6	81-87	20,000	13,000	5750	2250	2492	130
75 sal	86-92	10,000	7000	3000	1400	2959	135
164 2.0 TS	88-98	5000	4000	1900	900	1962	130
164 3.0 V6	88-98	7200	4500	2400	1200	2959	147
SZ/RZ	89-94	47,500	36,500	20,000	15,000	2959	153
155	92-97	4500	3000	1400	800	1970	127

ALVIS Alvis Owner Club (01892 832118); Alvis Register (01483 810308)							
Speed 20 Tourer	32-36	140,000	115,000	85,000	65,000	2762	90
Speed 25 Tourer	37-40	175,000	150,000	120,000	80,000	3571	85
4.3 Litre Tourer	37-39	170,000	127,500	110,000	90,000	4387	100
TA14	46-50	16,000	11,000	6000	3250	1892	72
TA14 convertible	46-50	32,500	25,000	14,000	7000	1892	72
TA21/TC21/100	50-55	25,000	17,500	10,000	5000	2993	100
TA21/TC21/100 con	50-55	50,000	35,000	20,000	12,000	2993	95
TD21	56-63	35,000	26,000	14,000	8000	2993	104
TD21 convertible	56-63	80,000	57,500	32,500	20,000	2993	102
TE/TF21	63-67	42,000	30,000	17,000	10,000	2993	110
TE/TF convertible	63-67	90,000	65,000	37,500	24,000	2993	107

AMPHICAR IAOC (amphicar.com)							
770	61-65	50,000	35,000	25,000	16,000	1147	70

ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (0121 459 0742)							
Lancaster	46-52	12,500	9000	5000	2750	1991	70
Hurricane dhc	46-53	20,000	15,000	8500	5500	1991	70
Typhoon coupé	46-50	16,000	11,250	7000	4250	1991	70
Whitley	50-53	14,500	9500	4750	2650	2309	85
Sapphire 346	53-59	16,000	11,500	6000	3000	3435	100
Sapphire 234/236	56-58	16,000	12,000	6250	3250	2309	97
Star Sapphire	58-60	21,000	15,000	7000	4000	3990	104

ASTON MARTIN Aston Martin Owners' Club (01865 400400)							
DB2	50-53	250,000	170,000	127,500	85,000	2580	110
DB2 con	51-53	320,000	255,000	185,000	140,000	2580	109
DB2/4 MkI/II	53-57	175,000	140,000	95,000	65,000	2580	120
DB2/4 con	53-57	275,000	220,000	170,000	130,000	2580	120
DB3S	53-56	5.25m	4.5m	4m	n/a	2922	145
DB MkIII	57-59	210,000	160,000	120,000	85,000	2922	120
DB MkIII con	57-59	465,000	395,000	320,000	250,000	2922	120
DB4	58-63	450,000	370,000	280,000	210,000	3670	141
DB4 Vantage	61-63	565,000	465,000	370,000	280,000	3670	149
DB4 con	61-63	875,000	790,000	650,000	550,000	3670	140
DB4 GT	60-63	2.95m	2.4m	1.85m	1.4m	3670	155

AUDI				Audi Owners' Club (07788 588449)			
50/70/80/90 sal	65-72	6750	4750	2250	1000	1760	100
100 1.8/1.9 sal	68-76	7000	5000	2400	1100	1871	109
100S Coupé	69-76	12,500	8500	4000	2000	1871	112
Quattro turbo	80-89	28,500	20,000	10,000	4000	2144	135
Quattro 20V	89-91	45,000	32,500	20,000	8500	2226	142
Quattro Sport	84-85	300,000	225,000	175,000	n/a	2133	154
RS2 Avant	94-95	30,000	24,000	14,000	9000	2226	162
AUSTIN	Seven OC (01372 466134); Mini OC (01543 257956); Cooper C (020 7515 7173)						
Seven saloon	30-34	11,000	8750	5250	2650	747	50
Seven Chummy	31-34	19,500	15,500	10,000	5000	747	50
Seven 65/Nippy	33-37	30,000	22,500	15,000	10,000	747	60
Seven Ruby saloon	34-39	10,000	7750	4400	2200	747	53
A125/A135	47-57	12,500	8000	3750	1750	3995	89
A40 Devon/Dorset	47-52	7500	4750	2250	1200	1200	76
A70 Hamps/Heref	48-54	7500	5000	2400	1000	2199	83
A90 Atlantic con	49-50	32,500	24,000	13,000	6500	2660	92
A90 Atlantic coupé	50-52	22,500	16,500	10,000	5000	2660	92
A40 Sports	50-53	16,000	12,000	6500	4000	1200	80
A40 Somerset	52-54	6500	4250	1850	900	1200	72
A40 Somerset con	52-54	16,000	10,000	5500	3000	1200	72
Metropolitan	54-61	18,000	12,000	5500	2500	1489	78
A30/A35	51-59	7500	4500	2250	1000	948	75
A40, A50, A55	53-59	6200	4200	1850	925	1200	70
A55/A60 Cambridge	59-69	6000	4000	1800	850	1622	78
A90, A95, A105	54-59	12,000	9000	3650	1500	2639	91
A40 Farina	58-67	7000	5000	2000	800	1098	82
A99/A110	59-68	10,000	7000	3000	1250	2912	102
1100/1300	63-74	4250	2500	1000	500	1098	85
1300GT	69-74	8250	5750	2650	1250	1275	96

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
				Mint	Good	Rough			
1000SP/A Union sp		58-65	17,500	12,500	6500	3750	980	82	
1000/1000S sal/cpé		58-63	10,000	6750	3400	2000	980	80	
F102 saloon		64-66	4750	3250	1750	900	1175	84	

DODGE									
Viper RT 10/GTS		92-02	38,500	29,000	21,000	16,000	7974	165	

ELVA									
Elva Owners' Club (01903 823710)									
Courier sports/cpé		58-61	27,500	21,000	12,000	6750	1498	100	
MkIII/MkIV T-type		62-69	30,000	22,000	12,500	7000	1798	110	

FACEL VEGA									
Facel Vega Car Club (01621 818608)									
FV 4.5/4.8/5.4/5.8		54-59	200,000	130,000	95,000	65,000	5801	125	
HK500		59-61	225,000	165,000	120,000	75,000	6286	130	
Facel II		62-64	330,000	255,000	185,000	140,000	6286	132	
Facellia/Facel III		60-64	70,000	48,500	30,000	16,500	1647	114	

FAIRTHORPE									
Fairthorpe Sports Car Club (01895 256799)									
Electron Minor		57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé		67-73	4500	3250	1850	750	1998	112	

FERRARI									
Ferrari Owners' Club (01485 544500)									
166MM Barchetta		48-50	4.75m	4m	3.5m	3m	1995	125	
166 Inter		48-51	1m	750,000	550,000	400,000	1995	115	
212 Inter		51-52	1.25m		750,000	650,000	2562	120	
340 America		51	3.2m	2.75m	2.25m	1.6m	4101	136	
250 Europa SI/SII		53-55	1.6m	1.45m	1.2m	900,000	2963	126	
410 Superamerica		56-59	4m	3.5m	2.8m	2.4m	4962	165	
250GT Boano/Ellena		56-59	725,000	600,000	450,000	300,000	2953	157	
250GT Cabrio S1		57-59	5m	4m	3.25m	3m	2953	155	
250GT Berlinetta Tdf		57-59	5m	4.25m	3.75m	n/a	2953	143	
250GT PF coupé		58-62	600,000	450,000	350,000	230,000	2953	145	
250 Cal' Spider lwb		58-62	8.25m	7m	5.25m	4m	2953	155	
250 Cal' Spider swb		60-63	13m	12m	11m	n/a	2953	149	
250GT SWB (steel)		60-63	6.75m	6.35m	5.85m	5.5m	2953	150	
250GT SWB (alloy)		59-62	9m	7.75m	7m	6.5m	2953	155	
250GT Cabrio Se2		60-62	1.3m	1.1m	900,000	750,000	2953	160	
250GTE 2+2		60-63	400,000	320,000	225,000	175,000	2953	140	▲
250GTO		62-64	45m	40m	n/a	n/a	2953	158	
250LM		64-66	15m	11.5m	10m	n/a	2953	159	
250GT Lusso		62-64	1.45m	1.3m	1.1m	950,000	2953	150	
400 Superamerica cpé		60-64	2.5m	2.1m	1.9m	1.75m	3967	162	
500 Superfast		64-67	21m	1.75m	1.35m	1.2m	4962	170	
275GTB (steel)		64-66	1.6m	1.35m	1.1m	925,000	3286	150	
275GTB (alloy)		64-66	2.5m	2.2m	1.95m	1.75m	3286	150	▲
275GTS		64-66	1.35m	1.2m	1m	900,000	3286	150	
275GTB/4 (4-cam)		66-68	2.1m	1.9m	1.8m	1.7m	3286	165	
330GT 2+2		64-67	220,000	170,000	125,000	90,000	3967	150	
330GTC		66-68	485,000	395,000	325,000	290,000	3967	150	
330GTS		66-68	1.95m	1.55m	1.15m	1m	3967	150	
Dino 206GT		68-69	400,000	350,000	300,000	240,000	1987	145	
Dino 246GT		69-73	275,000	225,000	150,000	95,000	2418	150	
Dino 246GTS		72-74	300,000	250,000	160,000	100,000	2418	150	
365GT 2+2		67-71	210,000	155,000	100,000	60,000	4390	152	
365GTC		68-70	550,000	450,000	385,000	325,000	4390	155	
365GTB/4 Daytona		68-74	575,000	500,000	425,000	340,000	4390	173	
365GTS/4 Spider		72-73	1.9m	1.75m	1.6m	n/a	4390	170	
365GTC/4 2+2		70-72	225,000	175,000	140,000	115,000	4390	152	
365GT4 2+2		72-76	60,000	47,500	29,500	18,500	4390	150	
365GT4 BB		75-76	335,000	270,000	220,000	165,000	4390	163	
512BB		76-81	225,000	195,000	150,000	115,000	4942	163	
512BBi		81-85	210,000	175,000	145,000	110,000	4942	168	
308GT4 2+2		73-80	50,000	37,500	25,000	18,000	2926	156	
308GTB (grp)		75-77	130,000	100,000	75,000	50,000	2926	154	
308GTB/GTS		77-80	69,500	55,000	42,000	30,000	2926	155	
308GTBi/GTSi		80-82	56,000	44,000	30,000	22,000	2926	155	
308GTB qv/GTS qv		82-85	61,750	49,500	35,000	24,000	2926	155	
328GTB/GTS		85-88	75,000	57,500	44,000	30,000	3195	163	
400/400i/412i manual		76-89	40,000	32,000	19,000	11,000	4823	158	
400/400i/412i auto		76-89	35,000	24,000	14,000	8250	4942	158	
Mondial		81-94	32,000	24,000	15,000	9500	2926	143	
Mondial cabrio		84-94	37,000	28,500	19,000	12,000	2926	146	▼
348/Spider		89-94	50,000	40,000	32,500	24,000	3405	170	
F355/GTS		94-99	70,000	62,500	49,500	36,500	3496	185	
F355 Spider		95-99	74,000	65,000	51,750	40,000	3496	183	
360 Modena		99-05	65,000	55,000	50,000	44,000	3586	184	
Testarossa		84-90	95,000	75,000	55,000	37,500	4942	181	
512 TR		91-94	120,000	95,000	65,000	50,000	4943	193	
F512 M		94-96	220,000	155,000	120,000	75,000	4943	194	▼
456GT		92-98	49,000	36,500	25,000	18,500	5474	184	
456MGT		98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO		84-87	1.95m	1.7m	1.4m	1.2m	2855	190	
F40		88-92	1m	875,000	775,000	n/a	2936	201	▼
F50		95-97	1.9m	1.55m	1.2m	n/a	4698	202	
550 Maranello		96-02	92,500	75,000	58,500	42,750	5474	199	▼
550 Barchetta		00-02	125,000	110,000	75,000	60,000	5474	186	

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
				Mint	Good	Rough			
575M Maranello		02-06	89,000	74,000	57,500	50,000	5748	202	▼
Enzo		02-04	1.95m	1.6m	1.3m	n/a	5998	220	▼

FIAT									
Fiat Motor Club (0208 372 4028)									
500 Topolino		48-55	14,000	10,000	5000	2500	569	60	
600/600D		55-70	10,000	6750	3000	1250	633	66	
600 Multipla (MPV)		55-60	30,000	21,000	12,500	6750	767	59	
500/D/F/L/R		57-75	11,500	7750	3600	1750	499	61	
1500S/1600S Osca sp		59-66	42,000	29,000	16,000	10,000	1568	105	
2300S		61-68	34,000	23,000	16,500	10,000	2280	120	
850 Coupé		65-73	8000	5500	2600	1250	903	96	
850 Spider		65-73	15,000	9500	4500	2400	903	96	
124/Special 1.2/1.4		66-73	2650	1750	850	400	1438	100	
124 Coupé		66-75	9250	6500	3000	1100	1756	115	
124 Spider 1.4/1.6		66-74	22,500	15,000	9750	3750	1608	112	
124 Spider 1.8/2.0		75-81	17,000	11,500	6000	2500	1756	108	
124 Spider Abarth		72-75	56,000	40,000	30,000	17,500	1756	118	
Pininfarina Spider		82-85	17,500	12,500	7000	2750	1995	104	
Dino Spider 2.0/2.4		67-73	125,000	95,000	62,500	45,000	2418	130	
Dino Coupé 2.0/2.4		67-73	50,000	33,500	22,000	15,000	1987	122	
130 saloon 2.8/3.2		69-76	6250	4500	2250	1100	3235	112	
130 Coupé		72-76	17,000	12,500	7000	3500	3235	118	▲
127 Sport 1300		81-83	5750	3200	1600	800	1301	102	
128 3P coupé		75-78	6000	4500	2000	1000	1301	102	
X1/9		77-89	6750	4250	2000	1000	1290	100	
Panda 4x4		84-92	6000	4250	1900	1000	999	83	▲
Coupé/Turbo		94-00	4650	3000	1250	500	1998	149	
Barchetta		95-02	6500	4200	2200	1000	1747	118	

FORD	AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)						
Prefect	40-53	7000	5000	2500	1250	1172	68
Pilot V8	47-51	20,000	13,000	7000	3500	3622	82
Anglia/Popular 103E	46-59	7250	5000	2400	1250	1172	61
Anglia 100E/Popular	53-62	5500	3500	1600	800	1172	71
Prefect 107E	59-61	6000	4500	2250	1250	997	73
Anglia 105E	59-68	7250	5250	2500	1500	997	74
Anglia 123E	62-68	9000	6600	3100	2000	1197	82
Consul MkI	50-56	8000	5500	2750	1350	1508	73
Zephyr Six MkI	50-56	12,500	8000	3750	1850	2262	82
Zephyr Zodiac	53-56	16,500	10,000	5000	2500	2262	84
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73
Zephyr MkI con	52-56	25,000	20,000	12,000	6750	2262	82
Consul MkII	56-62	8750	5750	2500	1250	1703	79
Zephyr MkII	56-62	14,250	9750	4500	2000	2553	88
Zodiac MkII	56-62	17,500	12,500	6000	2750	2553	88
Consul MkII con	56-62	12,750	8750	4750	2500	1703	78
Zephyr MkII con	56-62	20,000	15,000	9000	5500	2553	88
Zodiac MkII con	56-62	24,000	17,500	10,500	6250	2553	88
Zephyr MkIII	62-66	10,250	7250	3200	1400	2553	95
Zodiac MkIII	62-66	13,500	9000	3750	1750	2553	100
Zephyr 4/6 MkIV	66-72	8500	5750	2500	1100	2994	100
Zodiac MkIV/Exec	66-72	9750	7000	3250	1400	2994	100
Consul Classic	61-63	9500	6750	3000	1250	1498	79
Consul Capri	61-64	15,000	10,000	5500	2500	1340	84
Consul Capri GT	63-64	21,000	14,000	8000	3500	1340	95
Corsair/V4	64-70	6200	4500	2250	1100	1663	90
Corsair GT	64-67	8000	6000	2750	1400	1996	100
Corsair 2000E V4	67-70	8500	6250	3250	1600	1996	100
GT40	64-68	4m	2.75m	2m	1.75m	4736	198
Mustang coupé	64-68	29,500	20,000	12,000	6000	4727	120
Mustang fastback	65-68	34,000	25,000	15,500	8000	4727	120
Mustang con	64-68	35,000	26,000	16,000	8000	4727	111
Mustang GT350	65-66	265,000	200,000	125,000	90,000	4727	133
Mustang GT500	67-70	135,000	110,000	85,000	62,000	6800	130
Cortina MkI	62-66	8000	4750	2200	1100	1498	82
Cortina MkI GT	63-66	16,000	11,000	5500	3000	1498	91
Cortina MkII	66-70	7500	4500	2000	1000	1599	87
Cortina MkII GT	66-70	10,500	7500	3600	1600	1599	98
Cortina 1600E	67-70	11,250	8250	4000	1750	1599	98
Cortina MkIII	70-76	8500	5750	2000	1000	1993	104
Cortina 2000E	73-76	10,500	7000	3250	1600	1993	105
Cortina 2.3 Ghia	76-79	7500	5000	2000	1000	2293	110
Escort MkI 1.1/1.3	68-75	10,000	7000	3500	2000	1298	83
Escort Twin Cam	68-71	55,000	42,500	30,000	22,500	1558	113
Escort GT/Sport	68-73	18,000	13,000	7000	4000	1298	96
Escort 1300E	73-75	11,000	7500	4000	2500	1298	94
Escort Mexico	70-75	32,000	24,000	16,000	10,000	1599	99
Escort RS1600	70-75	62,000	47,500	32,500	25,000	1601	113
Escort RS2000	73-74	36,000	28,500	20,000	13,000	1993	108
Escort MkII Ghia	75-80	8000	5750	2650	1500	1599	97
Escort MkII Sport	75-80	16,000	12,000	6250	3000	1599	101
Escort MkII Mexico	76-78	25,000	17,500	10,000	5500	1593	105
Escort MkII RS1800	75-77	65,000	50,000	35,000	26,500	1835	112
Escort MkII RS2000	75-80	22,000	16,000	8250	5000	1993	109
Escort XR3i/XR3i	81-86	6000	4000	2000	800	1597	116

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
				Mint	Good	Rough			
HUMBER									
Post-Vintage Humber Car Club (01604 404363)									
Hawk MkI-VI		49-57	7000	5500	2500	1200	2267	80	
Hawk SI-IV		57-68	6750	4250	2000	1000	2267	86	
Snipe		45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV		45-56	9750	7000	3250	1500	4139	91	
Super Snipe dhc		49-52	12,000	10,000	7000	4000	4086	80	
Super Snipe SI-VA		58-67	9000	6250	2400	1200	2651	106	
Imperial		64-67	9250	6250	2500	1300	2965	102	
Sceptre MkI-II		63-67	5500	3750	1850	950	1725	90	
Sceptre MkIII		67-76	3750	2500	1100	500	1725	98	

ISOIso Bizzarrini Club (020 8891 6663)									
Rivolta		62-70	90,000	67,500	38,500	30,000	5359	140	
Grifo		63-74	270,000	210,000	150,000	110,000	5359	161	
Grifo 7-litre		69-74	350,000	265,000	175,000	125,000	6998	170	
Lele		70-74	40,000	22,500	15,000	7500	5736	145	

JAGUARCar Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)									
SS100 2½-litre		36-39	400,000	295,000	225,000	160,000	2663	94	
SS100 3½-litre		38-39	485,000	390,000	285,000	200,000	3485	104	
1½-litre		45-49	32,000	21,000	12,000	6750	1776	70	
2½-litre		46-51	35,000	25,000	14,000	7500	2663	87	
3½-litre		46-51	46,000	31,000	18,000	10,000	3485	92	
MkV 2½-litre con		49-51	63,000	45,000	27,500	12,000	2663	87	
MkV 3½-litre con		49-51	85,000	62,000	38,500	20,000	3485	92	
XK120 alloy rdstr		49-50	295,000	250,000	200,000	145,000	3442	132	
XK120 roadster		50-54	115,000	85,000	55,000	33,500	3442	122	
XK120 dhc		50-54	105,000	77,500	50,000	30,000	3442	122	
XK120 fhc		51-54	95,000	65,000	40,000	26,000	3442	121	
C-type		51-54	4m	3.75m	3.5m	3.2m	3442	144	
XK140 roadster		54-57	112,500	82,000	55,000	32,000	3442	126	
XK140 fhc		54-57	75,000	55,000	36,500	26,000	3442	125	
XK140 dhc		54-57	107,500	85,000	55,000	32,000	3442	125	
D-type		54-57	6.75m	5.6m	4.4m	4m	3442	160	
XK150 roadster		58-60	120,000	82,500	45,000	27,500	3781	130	
XK150 fhc		57-61	74,000	54,000	35,000	23,000	3781	128	
XK150 dhc		57-61	100,000	68,500	40,000	26,000	3781	127	
XK150S 3.4 roadster		58-60	175,000	135,000	90,000	65,000	3442	130	
XK150S 3.4 fhc		58-60	95,000	75,000	56,000	42,000	3442	129	
XK150S 3.4 dhc		58-60	140,000	105,000	72,000	55,000	3442	130	
XK150S 3.8 roadster		59-60	200,000	170,000	130,000	90,000	3781	136	
XK150S 3.8 fhc		59-60	110,000	88,500	62,500	46,500	3781	132	
XK150S 3.8 dhc		59-60	185,000	140,000	105,000	75,000	3781	130	
XK150SE 3.8 dhc		58-61	125,000	100,000	69,000	50,000	3781	141	
MkVII-MkIX		51-61	37,500	25,000	13,000	6000	3442	105	
MkX/420G		61-70	20,000	14,000	6750	3000	4235	120	▼
Mk1 2.4/Mk2 2.4		55-67	26,000	18,000	8500	3650	2483	96	
Mk1 3.4		57-59	42,500	27,500	15,000	9000	3442	120	
Mk2 3.4		59-67	33,500	22,500	10,000	4500	3442	114	
Mk2 3.8		59-67	38,500	26,000	12,500	5500	3781	121	▲
S-type sal		63-68	24,000	16,000	8000	3500	3781	121	
240		67-68	22,000	15,000	7000	3000	2483	105	
340		67-68	26,500	17,500	8750	3850	3442	123	
420		66-68	16,750	12,500	5750	2500	4235	123	
E-type 3.8 rdstr (ff)		61-62	210,000	155,000	108,000	72,500	3781	145	
E-type 3.8 cpé (ff)		61-62	160,000	130,000	80,000	55,000	3781	145	
E-type 3.8 roadster		62-64	160,000	115,000	75,000	55,000	3781	145	
E-type 3.8 coupé		61-64	140,000	97,500	57,500	40,000	3781	145	
E-type 4.2 S1 rdstr		64-67	170,000	125,000	85,000	59,000	4235	145	
E-type 4.2 S1 coupé		64-67	124,000	95,000	60,000	42,500	4235	145	
E-type S1 2+2		66-67	57,500	38,500	19,500	11,000	4235	136	
E-type S1½/S2 rdstr		67-70	107,500	75,000	45,000	28,500	4235	145	
E-type S1½/S2 fhc		67-70	78,500	55,000	32,500	20,000	4235	145	
E-type S1½/S2 2+2		67-70	50,000	35,000	17,500	10,000	4235	136	
E-type V12 roadster		71-75	95,000	65,000	35,000	22,500	5343	150	
E-type V12 fhc 2+2		71-74	52,500	34,000	18,000	9500	5343	150	
XJ6 2.8 Series 1		68-73	7250	5000	2200	900	2791	117	
XJ6 4.2 Series 1		68-73	12,000	7500	3000	1100	4235	124	
XJ12 Series 1		72-73	15,000	10,000	4500	2000	5343	140	
XJ6 Series 2		73-79	9000	6000	2500	800	3442	117	
XJ6 Series 3		79-86	7000	4500	1800	725	4235	125	
XJ12 Series 2-3		75-93	10,500	7000	3200	1200	5343	146	
XJ6 Coupé		75-78	22,000	13,000	7000	4500	4235	120	
XJ12 Coupé		75-78	26,000	16,000	9000	5000	5343	143	
XJR 3.6/4.0 sal		88-94	10,000	6500	3000	1500	3980	142	
XJ12 (XJ81) sal		93-94	6000	4000	2200	1000	5994	155	
XJR X300 sal		94-97	5000	3650	1800	800	3980	155	
XJ-S manual		75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto		75-91	11,000	7000	3000	900	5343	150	
XJ-S 3.6		83-89	8000	5000	2200	800	3590	141	
XJ-SC 3.6 cabrio		83-87	12,000	8000	3750	1750	3590	134	
XJ-SC V12 cabrio		85-88	14,000	9000	4250	2000	5343	150	
XJ-S V12 con		88-91	15,500	11,000	5000	2400	5343	150	
XJS V12		91-96	9000	6000	3200	1600	5994	161	
XJS V12 con		91-96	15,000	10,500	5000	2500	5994	160	

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
				Mint	Good	Rough			
XJR-S		88-93	17,500	13,000	7000	3250	5993	158	
XJS 4.0		91-96	11,000	7000	3500	1600	3980	138	
XJS 4.0 conv		92-96	18,500	11,000	6250	3750	3980	138	
XJ220		89-92	300,000	260,000	210,000	160,000	3498	212	
XK8 4.0 fhc		96-02	7500	5250	2750	1400	3996	155	
XK8 4.0 con		96-02	11,000	7500	4250	2400	3996	155	
XJR (X308) sal		97-03	7000	3500	2000	1200	3996	155	
XKR 4.0 fhc/con		98-02	14,000	9500	5000	3000	3996	157	

JENSENJensen Owners' Club (01625 525699); Jensen Club (01296 614072)									
541/R/S		54-63	48,000	35,000	17,500	11,000	3993	123	
C-V8		62-65	47,500	33,500	16,500	10,000	6276	143	
Interceptor MkI		67-69	52,500	37,500	17,500	8500	6276	140	
Interceptor II-III		70-75	47,500	33,500	15,000	7500	6276	140	▲
FF		67-71	120,000	82,500	60,000	40,000	7212	141	
Interceptor SP		71-73	48,000	35,000	16,500	8000	7212	144	
Interceptor con		74-76	75,000	52,500	30,000	16,000	7212	140	
Jensen-Healey/GT		72-76	11,500	7500	3750	1600	1973	120	

JOWETTJowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)									
Javelin		47-54	10,000	7000	3500	1750	1486	77	
Jupiter		50-54	30,000	23,000	16,000	9000	1486	85	

LAGONDA Lagonda Club (01252 845451)									
2.6/2.9		48-57	57,500	42,500	25,000	15,000	2922	100	
2.6/2.9 con		49-57	90,000	62,500	35,000	22,000	2922	100	
Rapide		61-64	160,000	110,000	70,000	52,500	3995	135	
Saloon SI-III		76-87	67,500	46,000	26,500	18,000	5340	140	
Saloon SIV		87-90	75,000	55,000	35,000	22,500	5340	140	

LAMBORGHINI		Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	530,000	465,000	350,000	200,000	3497	147		
400GT	67-68	400,000	330,000	270,000	200,000	3929	150	▼	
Miura P400	66-69	950,000	700,000	550,000	460,000	3929	170		
Miura 400S	69-71	1.2m	1m	650,000	550,000	3929	172		
Miura SV	71-75	2m	1.7m	1.5m	n/a	3929	175		
Islero	68-70	200,000	155,000	130,000	110,000	3929	160		
Jarama	70-78	120,000	85,000	57,500	40,000	3929	162		
Espada I	68-70	150,000	107,500	60,000	35,000	3929	154		
Espada II/III	71-78	120,000	85,000	50,000	27,500	3929	154		
P250 Urraco	73-74	67,500	40,000	22,500	16,000	2463	148		
P300 Urraco	75-76	80,000	55,000	27,500	20,000	2997	158		
Silhouette	76-77	85,000	60,000	32,500	22,000	2997	160		
Jalpa	82-86	75,000	50,000	30,000	20,000	3485	153		
C'tach LP400 Periscopio	74-76	1.3m	900,000	725,000	550,000	3929	192		
Countach LP400	76-78	425,000	350,000	250,000	175,000	3929	192		
C'tach LP400S	78-82	340,000	285,000	190,000	140,000	3929	164		
Countach 5000	82-90	265,000	225,000	160,000	120,000	5167	179		
Countach 25th Anni	89-90	200,000	160,000	120,000	80,000	5167	179		
Diablo	91-01	145,000	115,000	85,000	67,500	5707	202		
Diablo VT	93-01	159,000	130,000	95,000	75,000	5707	200		

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
Quattroporte 4.1/4.7	63-71	57,500	38,500	26,000	15,000	4136	130		
Quattroporte III	79-90	19,000	12,000	6500	3500	4930	122		
Mexico	65-72	75,000	55,000	36,000	26,000	4719	150		
Indy	66-74	65,000	50,000	36,000	25,000	4719	156		
Ghibli 4.7	67-70	200,000	145,000	82,500	60,000	4719	155		
Ghibli Spyder	69-71	625,000	500,000	400,000	325,000	4719	154		▼
Ghibli 4.9 SS	70-73	250,000	175,000	110,000	75,000	4930	172		
Ghibli SS Spyder	71-72	725,000	600,000	500,000	400,000	4930	170		▼
Bora 4.7/4.9	71-79	145,000	120,000	90,000	65,000	4719	160		
Merak	72-75	46,000	32,500	18,000	10,000	2965	135		
Merak SS	76-83	60,500	42,500	22,000	14,000	2965	147		
Khamsin	74-82	135,000	95,000	65,000	45,000	4930	151		▼
Kyalami 4.1/4.9	76-83	56,500	46,500	28,500	15,000	4930	150		
Biturbo 220-425	81-88	10,000	6000	2400	1000	2491	138		
Biturbo Spyder	84-91	12,500	8500	4000	2000	2491	138		
Ghibli II	94-97	14,000	9750	5200	3000	2790	155		
Quattroporte IV	94-01	11,500	9000	6000	4000	2790	158		
3200GT	98-01	13,000	10,250	7750	5500	3217	180		

MATRA			Matra Enthusiasts' Club (01892 652964)						
Bagheera	73-79	10,500	6750	3000	1250	1442	102		
Murena	80-83	12,000	7500	3500	1500	2155	121		

MAZDA			mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)						
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125		
RX7	78-86	5500	3500	1650	650	2292	119		
RX7 S2	86-91	5750	3500	1750	550	2254	140		
RX7 S3	92-95	8000	6500	4000	2000	2608	156		
MX-5	90	5750	3750	1750	1000	1597	121		
MX-5	91-97	4000	2400	1200	500	1839	123		

McLAREN									
F1	93-98	12m	10m	8.5m	n/a	6064	240		

MERCEDES-BENZ			M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)						
500K Cabrio A/B/C	34-36	1.4m	1.1m	750,000	475,000	5016	102		
500K Tourer	34-36	1.1m	900,000	640,000	375,000	5016	102		
500K Sports/Roadster	34-36	3.5m	2.75m	2.2m	1.6m	5016	102		
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104		
540K Cabrio A	36-39	1.95m	1.6m	1m	750,000	5401	101		
540K Cabrio B/C	36-39	1.3m	1m	620,000	450,000	5401	100		
540K Special Roadster	36-39	6m	5m	4m	3m	5401	106		
180/190 Ponton sal	53-62	14,500	10,500	5000	2500	1897	87		
219/220S Ponton sal	56-59	16,500	12,500	6250	3500	2195	101		
220S/SE cabrio	56-60	140,000	90,000	47,500	30,000	2195	101		
220S/SE coupé	57-60	56,000	39,000	24,000	16,000	2195	101		
300A/B/C/D saloon	51-62	60,000	39,500	22,000	15,000	2996	101		
300 cabrio D	57-62	250,000	175,000	100,000	55,000	2996	100		
300S cab/rdstr	52-55	440,000	300,000	225,000	140,000	2996	112		
300Sc cab/rdstr	55-58	675,000	550,000	375,000	250,000	2996	112		
300Sc coupé	55-58	375,000	320,000	250,000	165,000	2996	112		
300SL Gullwing	54-57	1.05m	900,000	775,000	650,000	2996	145		
300SL roadster	57-63	1m	850,000	700,000	600,000	2996	130		
190SL roadster	55-63	125,000	95,000	57,500	40,000	1897	109		
190/200 Fintail sal	61-68	13,000	9000	4000	1750	1988	90		▲
220/230 Fintail sal	59-68	16,000	11,000	5200	2250	2281	100		
300SE/L Fintail sal	61-65	24,000	17,500	8500	3250	2996	109		
220SEb coupé	61-65	40,000	30,000	16,500	9500	2195	107		▲
220SEb cabrio	61-65	80,000	60,000	40,000	25,000	2195	107		
300SE coupé	62-67	60,000	40,000	26,000	16,000	2996	110		
300SE cabrio	62-67	150,000	110,000	62,000	40,000	2996	109		
230SL sports	63-67	82,000	57,500	33,000	21,000	2306	121		
250SL sports	67-68	88,000	62,000	35,000	22,000	2496	121		
280SL sports	67-71	100,000	67,500	38,500	25,000	2778	121		
600 saloon	64-81	115,000	80,000	45,000	30,000	6330	120		
250/280S/SE saloon	65-72	13,500	9000	4500	2000	2778	116		
250SEC/280SEC cpé	65-69	50,000	37,500	20,000	13,000	2778	116		
250/280SE cab	65-69	95,000	75,000	37,500	20,000	2778	116		
280SE coupe (low grille)	70-72	48,000	34,000	22,000	14,000	2778	116		
280SE cab (low grille)	70-72	100,000	80,000	40,000	22,500	2778	116		
280SE 3.5 coupé	69-71	105,000	80,000	47,500	26,500	3499	127		
280SE 3.5 cabrio	69-71	275,000	210,000	150,000	100,000	3499	127		
300SE/SEL saloon	65-69	14,500	9500	4750	2200	2996	115		
280/300SE/SEL 3.5	69-72	19,500	13,000	6000	3000	3499	128		
300SEL 6.3 saloon	67-72	60,000	40,000	22,000	13,500	6329	132		▲
200/220/230.4 sal	67-76	7250	4500	2200	750	2197	105		
230.6/250/280 sal	67-76	8000	5000	2400	850	2746	125		
250CE/280CE coupé	68-76	14,000	9750	5000	2250	2746	125		
280/350/380/420SL	71-89	25,000	17,500	8000	3000	4196	130		▼
500/560SL sports	82-89	28,000	18,750	9000	3600	5547	142		
300SL (R107)	85-89	26,000	18,250	8750	3500	2962	124		
350/380/450SLC cpé	71-81	15,500	10,000	4750	2000	4520	137		
280S/SE sal	72-80	9000	6000	2750	1000	2746	118		
350/450SE/SEL sal	72-80	12,500	7500	3400	1250	4520	130		
200/230 saloon	75-84	5500	3500	1500	650	2299	114		
250/280E saloon	75-84	6000	4000	1650	700	2746	124		

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
230/280CE coupé	77-85	12,000	8250	3650	1600	2746	125		
450SEL 6.9 saloon	76-80	40,000	27,500	15,000	8500	6834	140		▲
280SL-SL320 (R129)	89-01	10,750	7000	3600	2000	2960	142		
500SL/SL500 (R129)	89-01	13,000	8000	4000	2500	4973	155		
600SL/SL600 (R129)	92-01	20,000	13,500	6500	3500	5987	155		
380/420/500SEC	81-91	16,500	12,500	5500	2000	4973	138		
560SEC	86-91	20,000	15,000	8000	2500	5547	151		
300SE-500SE sal	80-91	7000	1500	1950	800	4973	147		
500/560SEL sal	80-91	9000	6000	2500	1100	5547	156		
190E sal	82-92	4500	2600	1000	400	1997	119		▲
190E 2.3/2.5-16	85-93	24,000	16,500	9500	5000	2299	143		
230/300CE	87-93	5750	3750	1400	400	2962	139		
E220, E320 Cabrio	91-97	15,000	10,000	4500	2500	3199	142		
500E saloon	92-95	30,000	22,500	12,500	8000	4973	155		
SLK230 Komp'	97-04	4500	2750	1200	450	2295	140		
CLK-GTR	98-99	2.7m	2.2m	n/a	n/a	6900	199		
SL55 AMG	02-08	17,500	13,500	10,000	6000	5439	155		
SLR McLaren	03-10	188,000	172,500	145,000	n/a	5439	208		

MESSERSCHMITT			Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)						
KR175/200	53-64	26,500	19,000	12,000	7000	191	65		
TG500 Tiger	58-61	100,000	80,000	60,000	47,500	493	75		

MG	Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)						
SA saloon	36-39	44,000	35,000	25,000	14,000	2322	80
SA tourer/dhc	36-39	65,000	46,500	32,500	20,000	2322	80
VA saloon	37-39	30,000	24,000	16,000	10,000	1548	80
VA tourer/dhc	37-39	45,000	32,000	22,000	13,500	1548	81
WA saloon	38-39	47,500	37,500	27,500	16,000	2561	91
WA tourer/dhc	38-39	80,000	60,000	42,500	25,000	2561	91
TA/TB/TC	36-49	36,000	26,500	16,500	10,000	1250	78
TD	49-53	25,000	16,000	10,750	6750	1250	80
TF1250/1500	53-55	35,000	24,000	15,000	9000	1466	85
YA/YB	47-53	15,000	10,500	5000	2750	1250	71
YT con	48-51	30,000	20,000	10,000	5500	1250	71
Magnette ZA/ZB	53-59	14,000	9750	4500	2000	1489	82
MGA Roadster	55-62	32,000	22,500	13,000	8250	1489	98
MGA Coupé	56-62	25,000	17,000	10,000	6250	1489	98
MGA Twin Cam Rdstr	58-60	50,000	36,000	24,000	16,000	1588	115
MGA Twin Cam Cpé	58-60	36,000	26,500	16,500	11,000	1588	115
Magnette III/IV	59-68	7500	5250	2500	1200	1622	87
1100/1300	62-71	8000	5750	2750	1250	1275	97
MGB roadster p/h	62-65	19,000	14,000	7000	3750	1798	103
MGB roadster	65-67	16,500	12,500	6000	3000	1798	103
MGB GT	65-67	14,000	10,000	4500	2000	1798	103
MGB MkII roadster	67-71	15,000	11,250	5500	2500	1798	103
MGB MkII GT	67-71	11,500	7500	3250	1500	1798	103
MGB MkIII roadster	71-74	13,500	9500	4650	2000	1798	100
MGB MkIII GT	71-74	10,000	6500	2850	1250	1798	96
MGB roadster	75-80	11,000	7000	3000	1250	1798	96
MGB GT	75-80	6500	4000	1800	700	1798	104
MGC roadster	67-69	25,000	19,000	10,000	4500	2912	120
MGC GT	67-69	22,000	15,000	7500	3750	2912	120
MGB GT V8 chrome	73-74	24,000	16,000	7500	4000	3528	125
MGB GT V8 rubber	74-76	18,500	13,000	6500	3250	3528	125
Midget MkI	61-64	11,000	7000	3400	1700	1098	86
Midget MkII	64-66	10,250	6250	2950	1300	1098	90
Midget MkIII	66-74	9000	5750	2750	1200	1275	96
Midget 1500	74-79	5500	3600	1500	500	1498	101
Metro Turbo	83-89	9000	6750	3650	2250	1275	110
Montego Turbo	85-91	5000	3500	1750	850	1994	124
Maestro Turbo	89-91	15,000	11,000	6500	3250	1994	128
Metro 6R4	85-86	100,000	80,000	62,500	45,000	2991	120
RV8	93-96	18,500	15,000	10,000	6250	3946	136
MGF/TF	95-05	3000	1950	800	375	1796	126
ZT260 V8	03-05	8000	6000	4250	3250	4601	155

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale			cc	Top Speed	Price change
				Mint	Good	Rough			
911 2.0		66-67	140,000	90,000	55,000	36,500	1991	131	▲
911S 2.0		66-69	140,000	112,500	80,000	60,000	1991	140	
912		65-69	44,000	33,500	24,000	16,500	1582	112	
911L/T		67-73	75,000	55,000	32,500	22,500	2195	131	
911E		68-73	85,000	62,500	36,000	26,000	2341	138	
911S 2.2		69-71	135,000	105,000	72,000	52,000	2195	144	
914-4		69-75	21,000	13,000	6500	3900	1795	112	
914-6		69-72	70,000	50,000	33,000	22,500	1991	125	
911S 2.4		71-73	150,000	112,000	82,000	60,000	2341	144	
Carrera RSL		72-73	750,000	650,000	500,000	400,000	2687	149	
Carrera RST		72-73	495,000	420,000	350,000	250,000	2687	149	
911 2.7		73-77	40,000	30,000	17,500	11,000	2687	135	
911S 2.7		73-77	47,500	36,500	24,000	16,000	2687	140	
Carrera 2.7MFI		73-77	150,000	115,000	80,000	55,000	2687	148	
911 Turbo (930) 3.0		75-77	140,000	110,000	79,000	52,500	2995	156	▼
Carrera 3.0		76-77	72,500	49,000	36,000	25,000	2994	146	
924		76-85	6000	3500	1250	500	1984	126	
924 Turbo		78-83	16,000	10,500	4850	2200	1984	144	
924 Carrera GT		80-81	72,500	55,000	36,000	24,000	1984	150	
924S/Le Mans		85-88	7950	5000	2000	900	2479	136	
928S/S2		77-87	22,000	15,000	8500	3500	4664	155	
928S4		86-95	27,500	17,500	10,000	4000	4957	161	
928GT		89-92	37,500	24,000	15,000	9000	4957	168	
928GTS		91-95	51,500	40,000	24,000	11,000	5396	171	
911 Turbo (930) 3.3		77-90	92,500	65,000	40,000	30,000	3299	160	
911 Turbo Cabrio		86-90	100,000	75,000	45,000	32,000	3299	158	▼
911SC		77-83	42,000	30,000	19,500	12,500	2994	149	
911SC cabrio		82-83	44,000	31,500	20,000	13,000	2994	145	
911 Carrera 3.2		83-89	44,000	32,000	18,500	12,000	3164	158	
911 Carrera cabrio		83-89	41,000	29,000	18,000	12,000	3164	155	
Carrera Supersport		84-89	70,000	52,500	32,000	25,000	3164	158	
911 Speedster		88-89	112,500	90,000	67,500	48,500	3164	158	
959		87-88	790,000	720,000	595,000	500,000	2994	190	
Carrera Club Sport		87-89	100,000	75,000	49,000	35,000	3164	154	
944		82-87	9500	6750	2750	1200	2479	134	
944 Turbo		85-91	22,500	15,000	7500	3250	2479	157	
944S		86-88	10,000	7000	3750	1400	2479	140	
944S2		88-92	12,500	8000	4000	1750	2990	149	
944S2 Cabrio		89-92	14,000	9000	4500	2350	2990	149	
944 Turbo Cabrio		91-92	25,000	20,000	12,000	7000	2479	150	
911 (964)		89-94	45,000	30,000	22,000	13,500	3600	158	
911 Turbo (964)		90-94	130,000	95,000	60,000	35,000	3299	167	
911 Carrera RS (964)		92-94	187,500	160,000	137,500	110,000	3600	162	
968		92-95	15,000	11,000	7500	4000	2990	150	
968 Sport		94-95	20,000	15,000	9750	5750	2990	151	
968 Club Sport		93-95	30,000	22,000	14,000	7250	2990	154	
911 Carrera (993)		94-97	54,000	43,000	30,000	20,000	3600	160	
911 Turbo 4 (993)		95-98	128,500	95,000	74,000	50,000	3600	180	
911 Turbo S (993)		97-98	250,000	190,000	150,000	120,000	3600	182	
911 C4S/C2S (993)		95-97	99,000	80,000	50,000	30,000	3600	171	
911 Carrera RS (993)		94-95	250,000	210,000	175,000	135,000	3746	172	
911RS Clubsport		95-96	265,000	225,000	185,000	155,000	3746	175	
911 GT2 (993)		95-98	925,000	825,000	700,000	600,000	3600	187	
Boxster 2.5		96-99	6750	5000	3500	1750	2480	149	
Boxster 2.7		99-04	8000	6000	4000	2000	2687	156	
Boxster 3.2S		99-04	9750	7250	4600	3000	3179	164	
911 Carrera (996)		97-05	26,500	19,500	11,500	7000	3387	170	
911 GT3 (996)		99-05	75,000	60,000	50,000	40,000	3600	188	▼
911 Turbo (996)		99-05	50,000	42,000	32,000	23,500	3600	189	
911 GT2 (996)		01-05	124,000	110,000	97,500	85,000	3600	198	
RELIANT		Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6		61-64	10,750	8250	5500	2500	2553	110	
Scimitar SE4/a/b		64-70	11,500	7500	3500	2000	2994	121	
Scimitar GTE SE5/5a		68-75	8750	5750	2200	950	2994	123	
Scimitar GTE SE6/6a		75-80	6750	4500	1750	700	2792	120	
Scimitar GTC		80-85	10,500	7250	3250	1500	2792	119	
Scimitar GTE SE6b		80-86	7000	4750	1850	750	2792	122	
Middlebridge Scim'		88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1		85-89	4850	3000	1250	500	1596	108	
Scimitar SS1 1800Ti		86-89	5500	3500	1650	800	1809	126	
RENAULT		Renault Owners' Club (renaultownersclub.com/)							
4CV		47-61	8500	6000	3250	1650	747	65	
Dauphine		54-63	7500	5000	2400	1100	845	70	▲
Dauphine Gordini		58-67	15,000	11,000	5000	2500	845	83	▲
Florie/Caravelle cpé		59-68	10,750	7750	3250	1500	1108	90	
Florie/Caravelle con		59-68	13,250	9250	4250	2000	1108	90	
R4		62-80	5000	3500	1650	850	1108	72	
R8/R10		62-71	4000	2500	1250	600	1108	84	
R8S		68-71	6500	5000	2500	1200	1255	90	
R8 Gordini		67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX		65-79	6000	4000	2000	1000	1565	105	
5 hatch		72-84	3000	2400	1500	400	1289	96	
5 hatch		84-96	2500	1250	450	150	1397	109	
5 Gordini/Turbo		76-84	9000	6000	2500	1250	1397	116	

NE GUIDE	DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale				Top speed	Price change
				Mint	Good	Rough	cc		
5 Turbo 2		83-86	70,000	50,000	32,000	22,000	1397	124	
5GT Turbo		86-91	15,000	11,000	5000	2400	1397	123	
Clio Williams		94-95	10,750	8250	4000	2000	1998	134	
Sport Spider		95-97	20,000	16,000	12,000	9500	1988	134	
RILEY		Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon		45-55	14,500	10,500	5250	2500	1496	81	
RMB/RMF 2½ saloon		46-53	19,000	14,500	8000	4000	2443	91	
Roadster RMC		48-50	43,500	30,000	18,000	9000	2443	100	
RMD convertible		48-51	28,500	22,000	13,500	7000	2443	91	
2.6/Pathfinder		53-59	11,500	7500	3000	1500	2443	101	
One Point Five		57-65	7250	5000	2500	1250	1489	85	
4/68, 4/72		59-69	7250	5000	2400	1100	1622	88	
Elf MkI/II 848/998		61-69	8000	5650	2750	1300	998	75	
Kestrel 1100/1300		65-69	6000	4000	1850	900	1098	87	
ROCHDALE		Rochdale Owners' Club (01364 654419)							
GT		57-61	8750	6000	3000	1250	1172	85	
Olympic		60-73	11,000	7500	4250	2750	1489	105	
ROLLS-ROYCE		Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost		07-14	2.2m	1.75m	1.4m	1m	7428	75	
Silver Ghost		18-25	375,000	300,000	210,000	125,000	7428	78	
Phantom I		25-29	375,000	235,000	120,000	47,500	7668	80	
Phantom II		29-35	325,000	200,000	100,000	45,000	7668	88	
Phantom III		36-39	250,000	150,000	75,000	37,500	7340	92	
Silver Wraith 4.3/4.6		47-59	47,500	35,000	20,000	10,000	4257	92	▼
Silver Dawn sal		49-55	40,000	30,000	17,500	9500	4566	98	▼
Silver Dawn PW con		51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I saloon		55-59	38,500	29,000	16,500	8000	4887	101	
SCI Mulliner con		55-59	500,000	350,000	275,000	200,000	4887	101	
Silver Cloud II sal		59-62	43,500	30,000	17,500	9000	6230	115	
SCII Mulliner con		59-62	300,000	210,000	125,000	85,000	6230	112	
Phantom V/VI limo		60-77	110,000	75,000	42,000	25,000	6230	112	
Silver Cloud III sal		62-66	46,500	32,500	18,500	9000	6230	116	
SCIII MPW con		62-66	250,000	175,000	100,000	60,000	6230	116	
Shadow/Wraith		66-80	17,000	12,000	6250	2000	6750	120	
MPW/Corniche cpé		66-80	37,500	27,500	16,500	9000	6750	119	
MPW/Corniche con		67-90	55,000	38,500	27,000	15,000	6750	119	
Camargue		75-86	46,500	36,000	26,500	17,500	6750	115	
Silver Spirit/Spur		80-89	12,500	9750	4500	1650	6750	119	
Corniche II/III		87-94	63,000	47,500	35,000	19,000	6750	119	
ROVER		P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60		48-49	10,000	7500	3750	1650	1595	75	
P3 75		48-49	12,500	9500	4500	2000	2103	85	
P4 75 'Cyclops'		50-52	17,250	11,500	5500	2400	2103	84	
P4 60/75/80		52-62	8950	5400	2250	800	2286	85	
P4 90		54-59	11,000	7250	3000	1000	2638	90	
P4 105R		57-58	10,000	6000	2500	850	2638	91	
P4 105S		57-59	11,000	7250	3400	1400	2638	96	
P4 95/100/110		60-64	10,000	6500	2650	950	2625	100	
P5 3-litre		58-67	9000	6500	3250	1250	2995	113	
P5 Coupé		63-67	14,000	10,500	5000	2250	2995	113	
PSB 3½-litre		67-73	16,000	11,000	5000	2200	3528	113	
PSB 3½-litre Coupé		67-73	20,000	15,000	9000	3500	3528	113	
P6 2000/TC		63-69	8000	4500	2000	900	1978	115	
P6 2000/2200/TC		70-77	7250	3500	1500	650	2205	112	
P6 3500		68-76	10,000	5500	2000	1000	3528	117	
P6 3500S		71-76	12,500	7000	2750	1250	3528	126	
SD1 3500		76-86	5000	3300	1250	600	3528	116	
SD1 VdP		80-86	6500	4400	1850	950	3528	126	
SD1 Vitesse		82-86	7500	5000	2400	1200	3528	133	
SD1 Vitesse TP		85-86	10,000	7500	4500	2500	3528	135	
Mini		90-00	5000	3750	1750	750	1275	88	
Mini Cooper/S		91-00	8500	5950	3000	1600	1275	97	
SAAB		Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose		60-65	9500	6500	3500	2000	841	80	
96 Longnose		65-68	7250	5250	3000	1600	841	79	
Sport/Monte Carlo		62-66	12,000	9000	5250	2750	841	88	
96/95 V4		67-79	6500	4500	2000	1000	1498	93	
Sonett		67-74	16,000	12,000	5500	2750	1498	100	
99		68-84	5000	3250	1500	750	1985	101	
99 Turbo		77-82	13,000	9000	4400	2000	1985	125	
900 Turbo (sal/con)		79-93	8000	5000	2000	850	1985	133	
900 Convertible		86-93	6250	4250	1850	750	1985	126	
SIMCA		Simca Club UK (01737 765331)							
1000GLS/Special		69-78	3250	2000	1000	500	1294	105	
1000 Bertone coupé		62-67	15,000	10,000	4500	2000	944	94	
1200S coupé		67-71	17,500	12,000	5500	2500	1204	105	
SINGER		Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B		39-52	16,000	10,750	6000	4000	1074	70	

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale				Top speed	Price change
			Mint	Good	Rough	cc		
TRIDENT Trident Car Club (020 8644 9029)								
Clipper V8	67-78	32,500	22,500	12,000	7000	4727	140	
TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)								
Roadster 1800/2000	46-49	28,000	21,000	13,500	7000	2088	77	
1800/2000/Renown	46-54	8500	6000	3000	1600	2088	74	
Mayflower	50-53	5500	3400	1600	800	1247	65	
TR2	53-55	37,500	28,500	18,000	10,000	1991	107	
TR3/3A 2.0/2.2	55-61	34,000	25,000	14,000	7500	1991	106	▼
TR4	61-65	29,500	20,000	11,250	6250	2138	109	
TR4A	64-67	32,000	21,000	12,000	6500	2138	110	
TR5 PI	67-68	45,000	36,000	25,500	17,500	2498	121	
TR6 'CP'	69-73	24,000	17,500	10,000	5500	2498	119	
TR6 'CR'	73-76	22,000	15,750	8750	4900	2498	116	
TR7	75-81	5000	3000	1100	500	1998	110	
TR7 convertible	80-81	6000	4000	1650	750	1998	109	
TR8	78-81	8750	6250	3500	1850	3528	135	
TR8 convertible	80-81	11,500	9000	5500	2500	3528	130	
Herald/S saloon	59-64	4750	3500	1500	750	1147	76	
Herald coupé	59-64	7250	4750	2200	1100	948	79	
Herald conv	60-61	8500	5400	2500	1250	948	79	
Herald 1200	61-70	4500	3200	1350	650	1147	80	
Herald 1200 conv	61-67	8000	5000	2250	1100	1147	80	
Herald 12/50	63-67	5000	3600	1600	800	1147	84	
Herald 13/60	67-71	4600	3250	1400	700	1296	87	
Herald 13/60 conv	67-71	7500	4750	2200	1000	1296	85	
Vitesse 1600	62-66	7000	4500	2000	950	1596	88	
Vitesse 1600 conv	62-66	9000	6250	2850	1450	1596	91	
Vitesse 2-litre MkI	66-68	7250	4750	2250	1000	1998	95	
Vitesse MkI conv	66-68	9500	6500	3000	1500	1998	95	
Vitesse MkII	68-71	7500	5000	2400	1000	1998	102	
Vitesse MkII conv	68-71	10,000	7000	3250	1650	1998	100	
Spitfire 4	62-65	19,000	12,500	6000	3000	1147	94	
Spitfire Mk2	65-67	16,000	11,000	5000	2400	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1850	1296	100	
Spitfire MkIV/1500	70-78	7200	4750	2200	900	1493	101	
GT6 MkI	66-68	19,000	12,000	6000	3000	1998	109	
GT6 MkII	68-70	17,500	11,000	5000	2500	1998	109	
GT6 MkIII	70-74	15,000	9900	4500	2000	1998	112	
2000 MkI	63-69	6750	4650	2250	1100	1998	98	
2000/2500 MkII	69-77	6000	4000	1750	900	1998	98	
2.5PI/2500TC	68-77	6750	4850	2500	1200	2498	107	
2500S	75-77	7250	5500	2750	1400	2498	108	
Stag	70-77	17,500	13,000	5500	2000	2997	117	
1300/1500 fwd	65-73	3500	2400	1200	575	1296	86	
1300TC fwd	65-70	4000	2750	1300	650	1296	93	
Dolomite 1850	72-81	4750	3000	1400	650	1854	100	
Dolomite Sprint	73-81	9750	6850	3000	1400	1998	117	
Acclaim	81-84	1650	1000	500	250	1335	97	
TUCKER (tuckerclub.org)								
Torpedo	48	1.4m	1.2m	1m	800,000	5474	120	
TURNER Turner Register (01895 256799)								
803/950 Sports	55-59	12,500	9000	5500	2000	948	90	
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,500	12,500	7500	3500	1498	100	
TVR TVR Car Club (01952 822126)								
Grantura I-1800S	57-67	34,000	26,500	16,500	10,000	VAR	107	
Griffith 200/400	63-65	67,500	52,500	40,000	30,000	4727	155	

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
Tuscan V6	69-71	29,000	21,000	14,000	9500	2994	125		
Vixen S1-4	67-73	27,500	20,000	13,000	9000	1599	107		
1600M	72-77	21,000	15,000	8500	5000	1599	105		
2500M	72-77	19,000	14,000	8000	4500	2498	109		
3000M/Taimar	72-79	22,000	16,000	9500	6000	2994	121		
3000S convertible	78-79	27,500	18,500	11,000	7500	2994	119		
Tasmin/280i	80-87	6600	5000	2850	1600	2792	126		
Tasmin/350i inc 2+2	83-89	6500	4850	2750	1550	3528	136		
V8/350i convertible	83-89	7750	5750	3300	2000	3528	130		
390SE	85-88	8250	6500	4400	2400	3905	143		
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165		
400/450SE	88-91	11,000	8750	6250	4250	4441	155		
S 2.8/2.9	86-92	7250	5000	3250	1750	2922	141		
V8S	91-94	15,000	11,500	7500	4750	3943	150		
Griffith 4.0/4.3	91-93	14,750	12,000	8750	6000	4228	161		
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161		
Chimaera 4.0/4.3	93-98	14,500	11,250	7250	4500	3950	152		
Chimaera 450/500	96-03	16,000	12,500	9000	7000	4988	162		
Cerbera 4.2	96-03	20,500	15,500	10,000	7000	4280	180		
Cerbera 4.5	97-03	26,000	22,500	19,500	16,000	4441	195		
Cerbera Speed Six	00-03	20,000	17,000	14,750	10,500	3948	170		
Tuscan Speed Six	99-05	27,500	24,000	20,000	16,000	3996	184		
Tamora	02-06	22,500	19,000	16,000	12,000	3605	160		
T350	02-06	32,000	26,000	21,000	15,000	3605	175		
Sagaris	04-06	70,000	65,000	59,000	n/a	3996	185		
VANDEN PLAS VdP Club, Cherry Trees, Llanyfaelog, nr Kidwelly, Dyfed SA17 5PS									
4-litre Princess	57-68	13,000	9000	4000	2000	3995	89		
3-litre I/II	59-64	13,000	8500	3750	1600	2912	105		
4-litre R	64-68	13,500	9000	4000	1750	3909	110		
Princess 1100/1300	63-74	5500	3600	1650	800	1275	87		
1500/1.5/1.7	74-80	3500	2000	950	500	1748	90		
VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)									
Wyvern/Velox L sal	48-51	7600	5250	2500	1200	2275	75		
Wyvern/Velox E	51-57	10,000	7000	2500	1250	2262	82		
Cresta E	54-57	11,500	8000	3000	1500	2262	84		
Velox/Cresta PA	57-62	13,000	9500	4500	2000	2651	94		
Victor F	57-61	7000	4750	2250	1000	1507	74		
Victor FB	61-64	3950	2750	1250	600	1594	77		
VX4/90 FB	61-64	6500	4250	2000	1000	1507	88		
Velox/Cresta PB	62-65	5650	3750	1750	850	2651	94		
Victor 101 FC	64-67	3350	2250	1050	525	1594	83		
VX4/90 FC	64-67	5750	3750	1850	950	1594	89		
Cresta PC/Viscount	65-72	5400	3850	1950	950	3293	99		
Victor FD 1.6/2.0	67-72	2850	1950	950	500	1975	95	▲	
VX4/90 FD	69-72	5500	3500	1750	900	1975	98	▲	
Ventora FD	68-72	4750	3100	1500	750	3294	105	▲	
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100	▲	
VX4/90 FE	73-76	4200	2750	1350	750	2279	104	▲	
Ventora FE	72-76	4000	2400	1200	700	3294	106	▲	
Viva HA	63-66	5800	4000	2000	1000	1057	76		
Viva HB	66-70	5700	3850	1900	900	1159	82		
Viva Brabham HB	67-68	6250	4500	2250	1250	1159	90		
Viva HB GT	68-70	6750	5000	2500	1300	1975	101		
Viva HC	70-79	5000	3000	1500	700	1256	83		
Firenza/Magnum	72-78	6000	4250	2200	1100	VAR	100		
Firenza Droopsnoot	74-75	16,500	12,500	6500	3750	2279	119		
Chevette 2300HS	78-80	15,000	12,000	8000	5000	2279	117		
Chevette HSR	79-80	20,500	16,500	11,000	7000	2279	125		
Astra GTE MkI	83-84	10,000	7000	3500	2000	1796	110	▲	
Astra GTE MkII	84-91	8000	6000	3000	1600	1998	134		

NE GUIDE DENOTES NEW ENTRY TO PRICE	Year	Concours/ Dealer	Private sale				cc	Top speed	Price change
			Mint	Good	Rough				
VX220	00-05	14,000	10,000	7250	5000	2198	137		
VX220 Turbo	03-05	16,500	13,000	10,500	9000	1998	151		
VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB									
Beetle (split)	46-53	26,500	18,500	12,500	7500	1131	66		
Cabrio	49-53	36,500	25,500	17,500	10,000	1131	66		
Beetle (oval)	53-57	18,750	12,500	7000	4250	1192	69		
Cabrio	54-58	24,000	17,500	11,000	7000	1192	66		
Beetle 1200/1300	57-68	14,000	9000	4250	1850	1192	72		
Cabrio	58-67	18,000	12,000	6000	3250	1192	72		
Beetle 12/13/1500	68-78	12,500	7000	3250	1400	1493	81		
Cabrio	67-70	16,000	11,000	5500	3000	1493	81		
Beetle 1302/1303	70-75	9000	5750	2750	1000	1584	84		
Cabrio 1302S/1303S	70-80	12,500	8750	4750	2300	1584	82		
Karmann-Ghia cpé	55-74	18,000	11,000	5250	2750	1584	92		
Karmann-Ghia con	58-74	23,000	14,000	8000	4500	1493	87		
Karmann-Ghia T-34	62-69	15,000	10,000	5500	3000	1584	87		
Kombi/Camper	50-67	75,000	50,000	24,000	11,000	1493	65		
Camper (Bay)	68-71	26,000	16,000	9000	4750	1584	79		
Camper (Bay)	72-79	22,000	13,500	7000	3750	1970	79		
1500/1600 Type 3	61-73	7500	5000	2500	1200	1584	87		
411L/E, 412 17/1.8	68-74	6000	4000	2000	1000	1795	90		
Scirocco MkI	74-81	8500	6250	3250	1650	1470	114		
Scirocco MkII	82-92	5000	3500	1750	800	1781	130		
Golf GTI MkI	75-84	16,500	10,000	5000	2000	1781	116		
Golf GTI MkII	84-91	9000	6500	3200	1500	1781	123		
Golf convertible	80-93	8000	5500	2400	1000	1781	116	▲	
Golf GTI MkIII	92-97	4000	2750	1500	550	1984	134		
Golf MkIII VR6	92-97	4500	3250	1900	950	2792	138		
Polo G40	91-94	4250	3500	2200	850	1272	119		
Corrado	90-95	4000	2750	1400	750	1781	132		
Corrado G60	90-92	6750	4250	2000	1000	1781	140		
Corrado VR6	92-95	8750	5750	2750	1200	2861	146		
VOLVO Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)									
PV544 1.6/1.8	59-65	16,000	12,000	6000	3000	1778	95		
121/122 4dr sal	55-67	10,250	6250	2250	800	1583	88		
122S B18 4dr sal	62-67	11,250	7250	2500	850	1778	95		
131/132 2dr sal	61-70	11,500	7500	3000	1100	1778	96		
123GT 2dr sal	67-68	23,000	15,500	7500	3500	1778	108		
P1800	61-72	28,000	19,000	9500	4000	1778	105		
P1800ES	71-73	23,500	16,000	8000	3750	1986	111		
144/164 sal/est	67-74	5000	3400	1600	850	2979	115		
244/264 sal/est	74-79	3500	2500	1000	500	2127	106		
262C coupé	78-81	10,000	6750	3500	1350	2849	109		
240 sal/est	79-93	5000	3250	1600	900	2316	111		
480	85-95	2000	1400	750	400	1721	112		
480 Turbo	88-95	2750	1850	900	500	1721	123		
740/760 Turbo	86-92	3850	2600	1250	650	2316	125	▲	
940 Turbo sal/est	90-96	3750	2250	1200	500	2316	127		
T-5R/850R	95-97	10,000	7250	4000	2000	2319	155		
WOLSELEY Wolseley Register (0161 368 2388, wolseleyworld.com)									
6/80	48-55	10,000	6250	2850	1450	2215	81		
4/44 & 15/50	52-58	8500	5750	2750	1400	1489	78		
6/90 SI-III	54-59	90 000	5750	3000	1500	2639	96		
1500	57-65	6500	4250	2200	1000	1489	77		
15/60, 16/60	59-71	7000	4750	2250	1050	1622	78		
6/99, 6/110 SI/II	59-68	10,500	7500	3250	1400	2912	98		
Hornet SI-III	61-69	7500	5000	2400	1150	998	77		
1100/1300	65-73	5750	3750	1750	850	1098	84		
18/85, Six	67-75	6500	4000	1750	750	2227	104		

